

AMERICAN RAILROAD JOURNAL.

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ENGINEERING, BANKING, MINING, MANUFACTURES.

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American Railroad Journal.

New York, Saturday, July 19, 1879.

St. Paul and Pacific Railroad.

The United States Circuit Court at St. Paul, Minn., on the 28th ult., closed up the long and vexatious litigation in relation to the extension lines of the St. Paul and Pacific Railroad. In 1876, owing to the failure of Jay Cooke & Co., the work of constructing the road ceased, leaving broken fragments of the road only completed. In 1878 the Legislature of Minnesota passed an act requiring a certain portion of the road to be completed by January 1, 1879, and the rest by January 1, 1880, in default of which it forfeited all the uncompleted lines of the company and the grant of land pertaining thereto. The litigation in Court was in such shape that it could not be brought to an end, so that the parties in interest could not complete the road. What was to be done? If something was not done this magnificent enterprise would fail. Only one thing could be done, and that was for the Court to authorize its receiver to build and complete the road, which it did. Between June and December, 1878, the

receiver built and equipped 112 miles of road at a cost of less than \$9,000 a mile, against over \$30,000 per mile for the road built by the company. In March, 1879, the court rendered a decree of foreclosure, and on the 14th of June the road was sold to the St. Paul, Minneapolis and Manitoba road for \$1,600,000. This sale was reported to the court and confirmed, not a single bondholder or other party objecting thereto. Out of the proceeds of the sale all the debentures issued by the receiver to pay for the cost of the road built by him were paid, and the balance of the proceeds distributed among the bondholders. This is the first instance in which a court of chancery has built over one hundred miles of railroad. The court, in this instance, did this, and built it cheaper than any other road in the State has been built, and saw the debt paid before it turned over the road to the purchasers. In this way it became the means of giving to the people one of the most important lines of railroad.

Homestead Laws.

A general law was passed in the Senate of the Forty-fifth Congress, authorizing persons desiring to settle on public lands within railroad limits to claim their homesteads out of odd sections in all States except Missouri and Arkansas. On the very last day of the extra session, the Senate bill, having the unanimous approval of the Committee on Public Lands, passed the House and became a law, granting additional rights to settlers on railroad lands within these two States; authorizing them to claim their homesteads out of odd sections, just as they could do in other States. The general law which is perfected by the new law, gives to every person the right to enter 160 acres instead of 80 acres, as heretofore. The new bill provides that odd sections within the limits of any grant of public lands to any railroad company in the States of Missouri and Arkansas, or to these States in aid of any railroad where even sections have been granted, shall be open to settlers under the Homestead laws to the extent of 160 acres. It further provides that any person who has, under existing laws, taken a homestead or any section within the limits of any railroad grant in these two States, who have been

restricted to eighty acres, may enter an additional eighty acres of adjoining land embraced within his original entry. If additional land is subject to entry he may, if he wishes, surrender his entry to such States for cancellation, and thereafter can enter lands under the Homestead laws the same as though the surrendered entry had not been made. He can do so without payment of fees and commissions. It provides also that the residence of such persons, upon cultivation of land embraced on his original entry, shall be considered residence and cultivation for the same length of time upon and of land embraced in his additional or new entry, and shall be deducted from five years' residence and cultivation required by law; provided that in no case shall patent issue upon an additional or new homestead entry under this act until the person has actually and in conformity with the Homestead laws occupied, resided upon, and cultivated land embraced therein at least one year.

Schuylkill Navigation Co.

The Managers of the Schuylkill Navigation Company have declared a dividend of \$1 40 per share on the preferred stock, and 70 cents per share on the Common Stock, for the year ending July 1, 1880, payable, clear of taxes, to the stockholders on and after August 6th, 1879, in six per cent scrip of the Philadelphia and Reading Railroad Company bearing interest semi annually, January 1 and July 1, and the principal redeemable July 1, 1882. Said dividends will be paid at the office of the Philadelphia and Reading Railroad Company, and those under ten Dollars will be commuted in cash at the rate of sixty per cent.

Union Pacific Railroad Extension.

From Omaha, Nebraska, July 9th, we learn that the Union Pacific Railroad Company proposes building a branch this year from a point on the line of the Republican Valley Branch to Lincoln, thence to Beatrice, thence to Marysville, Kansas, intersecting there the St. Joseph and Denver City Line, and ultimately to some point on the Kansas Pacific Railway. A proposition has been made to Gage county, of which Beatrice is the county seat, to issue \$90,000 in county bonds and \$40,000 in precinct bonds. A vote of

the people has been ordered for the 12th of August. The road is to be completed to Beatrice by January 1, 1880. A proposition has also been made to Marshal county, Kansas. The Republican Valley Railroad will also be completed to the main line of the Union Pacific, and, with the Omaha Northern and Black Hills Railroad, which will be built this year to Niobrara, will give the Union Pacific a north and south line across the entire State of Nebraska.

Cincinnati, Hamilton and Dayton Railroad.

The income of this company for the years ending March 31, 1878 and 1879, was as follows:

	1878.	1879.
From passengers.....	\$341,192 39	\$328,011 02
" freight	492,642 99	505,161 52
" mails and express	20,862 02	21,284 33
" rents	22,728 26	22,820 90
" miscellaneous....	59,007 62	29,908 06
	<u>\$936,433 28</u>	<u>\$907,210 83</u>
Expenses:		
Transportation.....	\$561,965 55	\$537,860 98
Taxes.....	47,998 97	36,706 64
Interest on bonds	207,544 17	191,450 00
	<u>\$817,508 69</u>	<u>\$766,017 57</u>
Profit	\$118,924 59	\$141,193 26
Add profit in operating Cincinnati, Hamilton and Indianapolis R. R....		78,167 07
		<u>\$219,360 33</u>
Less loss in operating—		
Dayton & Michigan R. R. \$51,949 47		
Cincinnati, Richmond and Chicago R. R.	9,738 18	
		<u>61,687 65</u>

Net profit \$157,672 68

The income from operations of the Dayton and Michigan Railroad during the year was \$845,237 77; and the operating expenses were \$523,831 41, taxes \$50,014 37, interest on bonds \$188,075 97, general interest \$336 87, dividend on preferred stock \$99,894, and dividend on common stock \$34,974 62—total, \$897,187 24, showing a loss to C., H. and D. R. R. Co., lessor, of \$51,949 47.

The income from operations of the Cincinnati, Richmond and Chicago Railroad was \$188,448 42; and the operating expenses were \$150,805 08, taxes \$4,184 77, interest \$73,196 75—total, \$198,186 60, showing a loss of \$9,738 18.

The income from operations of the Cincinnati, Hamilton and Indianapolis Railroad was \$341,675 70; and the expenses for operating were \$228,905 71, taxes \$10,682 44, and general interest \$23,970 48—total, \$263,508 63, showing a profit of \$78,167 07. (Interest on bonds amounting to \$175,000, is not included. Had that been included, the loss in operating would have been \$96,832 93, instead of an apparent profit of \$78,167 07.)

The gross income from operations of all the roads was \$2,282,572 72, viz: from passengers \$726,929 80, freight \$1,376,418 44, mails \$33,127 40, express \$45,487 63, rents \$31,164 75, miscellaneous \$69,144 70, and the operating expenses were \$1,441,408 13, taxes \$101,598 22, interest on bonds \$422,645 97, general interest \$24,384 10, dividends Dayton and Michigan R. R. Co., as above, \$184,868 32—total, \$3,124,900 04, showing a profit for the year of \$157,672 68. The report says:

The net earnings of the Cincinnati, Hamilton and Dayton Railroad show an increase over last

year of \$22,268 67. In addition to this there has been expended in grain elevators and other permanent improvements, the sum of \$5,251 36, and there have also been added 50 new box cars, at a cost of \$22,229 83, and 4 new first-class passenger coaches, at a cost of \$16,000, making the actual increase of net earnings \$65,749 96 over last year.

The Dayton and Michigan Railroad shows a deficiency of \$51,949 47, as against \$37,319 41 the year previous. If, however, we deduct the cost of 25 new stock cars, \$12,020 24, and one first-class passenger coach, \$4,000, added during the last three months, the deficiency would be \$35,929 23, making the result substantially the same as last year.

The Cincinnati, Richmond and Chicago road shows a deficiency of net earnings of \$9,738 18 as against a profit of \$22,944 79 the previous year. This deficiency is occasioned by the falling off in earnings of \$6,639 87, owing to lower rates of freight caused by competition in lumber and pig iron, and an increase in the expense of operating of \$26,188 03, occasioned by the renewals of bridges, \$12,128 49, renewals of iron, \$7,341 55—none having been renewed the year previous—and the building of one locomotive, costing \$7,844 27, making \$27,304 31 in addition to the ordinary repairs, which would leave an actual profit for the year \$4,359 52 as compared with last year.

The net earnings of the Cincinnati, Hamilton and Indianapolis road for the year ending March 31, 1877, were \$8,344 32 less than the operating expenses and taxes; for the years ending March 31, 1878 and 1879, they were respectively \$93,860 38 and \$102,137 55 more than such expenses and taxes. During the past two years only five miles of re-rolled rails have been put in this road; the needed rails having been supplied from old rails taken out of the broad-gauge track between Cincinnati and Dayton.

There has been contracted for this road for this year 1,250 tons of steel rails, the cost of which, less the value of old rails taken up, will add \$45,000 to the expense of maintaining this road during the current year, and this annual expense must be substantially kept up for eight years, or until the track is covered with steel rails.

FLOATING DEBT.

Statement of condition of floating debt, March 31, 1879, as compared with March 31, 1877, viz:

March 31, 1877—	
Bills payable	\$246,190 22
Due on pay rolls.....	157,204 78
D. & M. preferred stock fund	72,963 28
Balance due June 1, 1877, on Third Mortgage bonds, since paid.....	223,120 10
Total.....	<u>\$699,478 38</u>

March 31, 1879—	
Bills payable.....	\$299,715 38
Due on pay rolls.....	71,139 20
	<u>370,853 58</u>

Decrease..... \$328,624 80
The floating debt, as above, is..... \$370,853 58
To which may be added the following items in controversy, viz:

4 coupons on \$1,800,000 C., H. & I. bonds to July 1, 1879.....	\$252,000 00
Past due interest on guarantee of C., R. & Ft. W. bonds.....	26,331 30
	<u>\$649,184 28</u>

To meet this the company has the following available assets, viz:
235 Consolidated Mortgage bonds, at par \$235,000 00 || 25 Cincinnati, Richmond and Chicago bonds, at 85c | 21,250 00 |
| | 256,250 00 |

Total liabilities..... \$392,934 88
To be provided for from the net earnings,

The bills payable account, as it appears on the Secretary and Treasurer's balance, shows, as compared with March 31, 1878, a reduction of but \$73,171 10. In explanation of this item it is proper to state that in carrying out the plan adopted in 1872 of selling or exchanging preferred stock of the Dayton and Michigan R. R. Co., to redeem its bonds, there was left a balance of \$72,963 28, which could not be invested in bonds at satisfactory prices, there being a provision in the agreement that the interest and dividends on bonds and stock—one being eight and the other seven per cent—should not exceed in the aggregate the amount of interest on bonds of the company outstanding December 22, 1872. It was deemed advisable, therefore, taking advantage of the market, to repurchase at a discount the stock which had been sold at an average premium of about two per cent, thus making in reality a decrease of the floating debt of \$145,963 60—1497 shares or \$74,850 par value was purchased at a cost of \$72,792 50.

The amount of this fund in previous reports has appeared on the balance sheet in balances due other railroad companies.

POOLS.

The amount of earnings from the Indianapolis Pool for the year was \$26,277 84, as against \$17,032 16 for ten months previous, and apportioned as follows:

	Passenger.	Freight.	Total.
Cin., H. & Ind.	\$16,685 88	\$4,077 39	\$20,763 27
Cin., H. & Day.	4,199 89	1,030 29	5,230 18
Cin., R. & Chi.	284 39	.....	284 39
	<u>\$21,170 16</u>	<u>\$5,107 68</u>	<u>\$26,277 84</u>

The amount paid the Cleveland, Columbus, Cincinnati and Indianapolis R. R. on account of Dayton Pool for the year, was on

Passenger business.....	\$15,865 26
Freight business.....	337 99

Total..... \$16,203 25
Amount paid last year 3,824 09

COMPARISONS.

The average rate per ton, per mile, of freight on all the lines, was 1.398 cents against 1.564 cents the previous year.

The average rate per passenger per mile was 2.193 cents against 2.459 cents last year.

Passenger trains earned per mile run 1.08 cents against 1.028 cents last year.

Freight trains earned 2.27 cents against 1.99½ last year.

CONCLUSIONS.

All things considered, the directors feel that the stockholders have reason to be satisfied with the result of the year's business; more especially so when considered in connection with the very low rates on through traffic between the East and West that have prevailed through the year; and too, with the absolute refusal of the Eastern trunk lines to bear any part of terminal expenses in Western cities. This is utterly ruinous to that class of business on short Western lines with city termini. As an illustration of its effect it may be stated that this company received the past year on Atlantic and Great Western through traffic 9 per cent of the through rate; the result of which was that after deducting car mileage, which is an unavoidable tax, and 15 cents per ton for terminal expenses in Cincinnati, which after close account has been taken is found to be too small a sum to meet actual cost, without any allowance for depot facilities. On a 15-cent rate between Cincinnati and New York, this company received 14 cents per car less than they paid out, and hauled the car loaded with freight from Cincinnati to Dayton without any pay whatever; and on a 20-cent rate they received over actual cash outlay \$0 58 for the use of their road and hauling a car-load of freight sixty miles; and 20 cents is the full average of the rate during the year.

The following is a statement of engines and

cars owned by C., H. & D. and connecting lines, April 1st, 1879:

C.H.&D. D.&M. C.R. & C. H. & I. Tot.				
Engines	34	29	5	16
Passenger cars, 37	15	2	7	61
Mail cars	2	1	....	3
Baggage cars, 13	3	3	4	4
Box cars.....	329	387	89	277
Stock cars.....	27	83	23	41
Coal cars	75	125	12	18
Flat cars.....	189	109	44	104
Caboose cars..	10	12	1	8
Hand cars	20	25	7	22
Truck cars....	24	26	6	15
Wrecking cars. 3	1	....	1	5

The company now have seventy-eight coal burning engines.

CONDENSED BALANCE SHEET, March 31,

	1878.	1879.
Construction.....	\$3,828,066 37	\$3,827,078 37
Equipment.....	1,121,250 96	1,119,250 96
Real estate.....	371,543 40	371,543 40
Fuel and materials..	88,394 20	96,644 43
Iron rails account...	55,185 87	86,133 90
Wood lands	3,565 00	3,565 00
Bills receivable....	4,408 79	2,167 15
Stocks and bonds...	967,121 13	965,907 34
Due from P. O. Dept.	8,706 35	8,254 75
Due from R. R. Cos.	51,724 85	42,095 02
Due from individuals	47,929 23	86,879 51
D. McLaren, trustee.	86,924 57	86,924 57
C., R. & Ft. W. R. R.		
Co.....	141,325 26	149,912 72
D. & M. R. R. lessors	523,740 31	531,732 89
C., H. & I. R. R. Co.	995,798 47	917,856 40
Cash and cash assets	139,566 23	174,932 80
	\$3,434,901 04	\$3,370,879 21
Capital stock.....	\$3,500,000 00	\$3,500,000 00
1st Mortgage bonds.	1,245,000 00	1,245,000 00
2d Mortgage bonds.	494,000 00	494,000 00
Consol. Mort. bonds.	996,000 00	996,000 00
Surplus earnings...	1,445,550 05	1,534,793 84
Interest on bonds...	53,696 78	57,756 78
Dividends unclaimed.	381 00	381 00
Due to R. R. Cos....	112,511 07	46,299 90
Due to individuals...	70,501 72	72,783 90
Dividend on D. & M.		
preferred stock...	25,916 00	24,431 00
Dividends on D. & M.		
common stock....	10,381 88	19,578 99
C., R. & C. R. R. lessors		
.....	18,738 40	9,000 00
Pay rolls.....	74,238 66	71,139 20
Bills payable.....	372,885 48	299,714 38
	\$3,434,901 04	\$3,370,879 21

President.—R. M. SHOEMAKER.

Vice President.—RUFUS KING.

Directors.—R. M. Shoemaker, Rufus King, Theodore Cook, J. N. Kinney, Henry Lewis, Preserved Smith, J. H. Rogers, L. B. Harrison, Martin Bare.

Secretary & Treasurer.—FREDERICK H. SHORT.
General Superintendent.—LEWIS WILLIAMS.

Southern Pacific Railroad.

The work of laying the track of the Southern Pacific Railroad through Arizona, which has been suspended for the season, will probably not be resumed before November. The suspension is due to the impracticability of performing the work on the road during the intense heat of the summer months. Since the laying of the track was begun, last November, there have been almost constantly employed about 1500 men, of whom about 500 were white and the balance Chinamen, the latter being employed on the purely mechanical work of grading. Of this force about one-half have been discharged, the remainder being now employed at Benicia or in getting out gravel at Niles

and elsewhere for filling in the railroad bridge at Oakland. It is the plan of those having charge of the construction of the road in Arizona to occupy the time until November in accumulating large supplies of ties, rails and other materials at Casa Grande, the point to which the road has been brought, a distance of 182 miles from Yuma. This will greatly facilitate the work of building the road on its resumption during the autumn, when it will be pushed on to Tucson or even further.

Manhattan Railway Mutual Aid Association.

A mutual benefit association among the employees of the Elevated Railroads in this city has been in operation for several months. It was originally called the Metropolitan Elevated Railway Mutual Aid Association. The object of this Association, as set forth in the constitution adopted, is "to relieve the necessities of sick and disabled members, and benefit the families of deceased members." The officers of the association are: Geo. D. Davis, Jr. (cashier), President; M. J. Reed (despatcher), First Vice President; Charles O. Richards (roadmaster), Second Vice President; Allen S. Gookin (cashier's department), Treasurer; J. B. Elwood (timekeeper), Secretary pro tem; J. B. Gunn (gatemanager), Sergeant at Arms. Executive Committee—Thomas Hunter (master carpenter), David W. Marshall (ticket agent), Eugene Wise (conductor), George W. M. Leonard (gatemanager), John Hathaway (engineer), William N. Esler (brakeman) and George Johnson (fireman). Examining Physicians—Dr. Charles H. Avery, Dr. G. L. Newcomb. Committee on membership—G. M. De Bow, E. H. Haswell, G. B. Gascoigne, Dennis Ryer, W. A. Van Orden. Counsel—J. A. Hyland.

Books are now open at the office of the Treasurer (Cashier Department) 71 Broadway. The initiation fee is \$1 00; monthly dues, 25 cents, for which each member of the association is guaranteed \$9 per week in case of illness, and \$1 from each of his fellow members in case he be totally disabled. The latter sum is also paid to the wife or infant children of every member who dies.

East River Bridge.

At a meeting of the Trustees of the East River Bridge on the 8th inst., the contract for the iron and steel for the superstructure was awarded to the Edge Moor Iron Company. The contract calls for 10,728,000 pounds of steel, and 34,000 pound of iron. The bid of the Edge Moor Iron Company was 4.35 cents a pound, amounting to \$468,147. The resolution awarding the contract reads as follows:

Resolved, That it be recommended to award the contract for the iron and steel for the suspended superstructure to the lowest bidders, the Edge Moor Iron Company, according to their bid, on condition that the trustees shall not be obliged to receive or pay for more than about five hundred tons of steel during the year 1879, and shall not be required to receive any such material after the 1st of January, 1880, and until the 1st of May, 1880, and in case no notice shall be given before the last mentioned date by the said trustees to the said company to furnish the balance of the material under the said contract, then, and until the 1st of July, 1881, the said contract may, at the option of the said company, be determined, and be no longer obligatory upon the parties,

and after July 1881, either party may cancel said contract.

FAIRBANKS' SCALES.

The following translation of a letter which the Messrs. Fairbanks have received from Russia is of interest to all American manufacturers:

GRAND RUSSIAN R. R. Co., NICOLAI LINE,
ST. PETERSBURG,
DIRECTORS' OFFICE, May 3d, 1879.

MESSRS. FAIRBANKS & Co.:

I beg to inform you that our line is supplied with many FAIRBANKS SCALES, of which some are already since 1857, and the rest since 1862, in constant use. Many of them are exposed to the open air the whole year round, without any protection against the bad weather. All these Scales, without exception, have given entire satisfaction, and, according to the opinion of the station masters, supersede in accuracy, easy method of weighing heavy loads, and chiefly in durability, all the other systems of scales.

Having twenty-two years' experience with the FAIRBANKS SCALES, the Superintendent's office of the Road can unhesitatingly recommend them as especially practically adapted to railroad use. (Signed) KOENIG, Director of the Nicolai R. R. Engineer and Actual Counselor of State.

NOTE.—The Nicolai Line is the oldest in Russia, and was built by the Emperor Nicolas as a grand military road between Moscow and St. Petersburg. It is upwards of four hundred miles long.

Wilmington City Railway.

At the annual meeting of the stockholders held at Wilmington, Del., on the 8th inst., the following Board of Directors was elected: William Canby, Eli Garrett, James Bradford, Joshua T. Heald, J. T. Gause, John Jones and Washington Jones. The report which was presented shows the receipts for the year to have been \$22,469 10, and the expenditures, including interest, \$18,558 66. The net earnings of the road, after deducting a considerable amount for bills unpaid for the year 1878, were \$3,052 79. The company has 23 horses and 28 mules in service, and employs 15 men. Five new cars have been put on during the year, and 311,011 passengers were carried, being an average of about 850 per day.

North Carolina Compromise Bonds.

Holders of North Carolina Bonds who are not acquainted with the recent legislation of that State providing for a consolidation of the various issues in a single compromise bond, can obtain all the information they desire from Mr. JOHN B. MANNING, of No. 6 Wall street. Mr. Manning undertakes to exchange the old Bonds for the new issue, and thus save holders the uncertainty and risk attendant on forwarding the Bonds to the State Treasury and waiting an indefinite time for the fresh securities.

The Fourth of July was celebrated at Portland, Northampton county, Penn., by the opening of a line of railroad between that place and Bangor in the same county, which will connect with the Delaware, Lackawanna and Western Railroad.

The directors of the Baltimore, Pimlico and Pikeville Railroad Company elected on the 7th inst., are as follows: P. H. Walker, J. Howard McHenry, William Shirley, Jesse L. Hutchinson, J. D. Sauerberg and J. W. Numsen.

R. W. Jones has been appointed Superintendent of the Pittsburg and Lake Erie Railroad.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Dividend Payable.	Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Dividend Payable.	Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Dividend Payable.
Albany and Susq.....	100	J. & J.	July '79 24	Little Schuylkill.....	50	J. & J.	July '79 24	Ware River.....	100	J. & J.	July '79 24
Atlanta and West Point.....	1,222,200	J. & J.	July '79 24	Long Island.....	50	M. & S.	July '79 24	Warren (N. J.).....	1,500,000	A. & O.	July '79 24
Atlantic and Gulf guar.....	786,476	M. & N.	Nov. '78 34	Louis, Cin. and Lex.....	50	J. & J.	July '79 24	Watkinsville.....	100	A. & O.	July '79 24
Atlantic and St. Law.....	5,000,000	M. & S.	Mar. '79 8	..... pref.100	845,700	J. & J.	Jan. '74 44	Westchester & Phil. pref.100	821,300	J. & J.	July '79 24
Augusta and Savannah.....	1,022,900	J. & D.	Dec. '77 24	Louisville & Nashville.....	100	F. & A.	Aug. '79 24	West Jersey.....	1,550,750	F. & A.	July '79 24
Avon, Genesee & Mt. M.....	225,000	A. & O.	Jan. '79 8	Louis, N. Alb. & Chi.....	3,000,000	J. & D.	Dec. '70 8	Wilmington & Weldon.....	1,485,200	J. & D.	Nov. '78 8
Baltimore and Ohio.....	14,216,900	M. & N.	Jan. '79 24	Lowell and Andover.....	100	J. & J.	July '79 24	Winchester & Potomac.....	180,000	J. & J.	Jan. '79 8
..... pref. 60	4,599,578	J. & J.	July '79 8	Lowell and Lawrence.....	200,000	A. & O.	Feb. '78 21	Winchester & Strasburg.....	500,000	J. & J.	July '79 24
Washington Br.....	1,650,000	A. & O.	Apr. '79 18	Lykens Valley.....	100	F.M.A.N.	Feb. '79 24	Worcester and Nashua.....	1,799,300	J. & J.	July '79 24
Berkshire.....	600,000	quarterly	Apr. '79 18	Manchester and Law.....	1,000,000	M. & N.	May '79 6	HORSE-POWER R. R.			
Boston and Albany.....	20,000,000	M. & N.	May '79 4	Marietta & Cincinnati.....	50	M. & S.	.....	Albany City.....	100	J. & J.	July '79 24
Bos., Cin., F. & N. Bed.100	2,625,500	J. & D.	June '78 8	..... 1st pref. 50	8,130,719	M. & S.	.....	Baltimore City.....	25	J. & J.	July '79 24
Agricultural Br. guar.....	60,000	M. & N.	May '79 8	..... 2d pref. 50	4,460,385	M. & S.	.....	Balt., Cat. & El. Mills.....	100	J. & J.	July '79 24
Bost., Cono. & Mont. pref.100	600,000	J. & J.	July '79 1	Massachusetts.....	400,000	F. & A.	Aug. '78 8	Boston & Chelsea pref.100	110,000	A. & O.	July '79 24
Boston and Lowell.....	8,250,000	M. & N.	May '79 8	Memphis & Charleston.....	25	J. & D.	Jan. '79 8	Broadway (Brooklyn).....	100	J.A.J.O.	July '79 24
Boston and Maine.....	9,921,274	M. & N.	May '79 8	Michigan Central.....	100	F. & A.	Aug. '79 24	Broadway & 7th Av. (N.Y.)	2,100,000	J.A.J.O.	July '79 24
Boston and Providence.....	4,000,000	M. & N.	May '79 8	Middlesex Central.....	100	F. & A.	Feb. '79 8	Brooklyn & Hunter's Pt.100	400,000	A. & O.	July '79 24
Attleborough Branch.....	181,700	J. & J.	July '79 24	Mill Creek & Minehill.....	50	J. & J.	July '79 8	Brooklyn City.....	2,000,000	F.M.A.N.	May '79 24
Bost., Revere B. & Lynn.....	850,000	J. & J.	July '79 8	M. Hill & Schuyl. Hav.....	50	J. & J.	July '79 24	Bushwick (Brooklyn).....	100	J. & J.	July '79 24
Buffalo, N. Y. & Erie.....	950,000	J. & D.	Aug. '79 24	Mobile & Montgomery.....	100	J. & J.	Feb. '79 24	Cambridge.....	100	J.A.J.O.	Apr. '79 24
Burl. & Mo. Riv. in Neb.100	8,858,000	quarterly	Aug. '79 24	Morris and Essex.....	50	J. & J.	July '79 24	Con. Park N. & E. Riv.100	1,068,400	J. & J.	Jan. '79 8
Camden and Atlantic.....	377,400	quarterly	Apr. '78 2	Mt. Carbon & Pt. Carbon.....	282,350	J. & J.	July '79 6	Citizens' (Phil.).....	50	J. & J.	Jan. '79 8
..... pref. 60	834,811	quarterly	Apr. '78 2	Nashua and Lowell.....	100	M. & N.	May '79 8	Citizens' (Phg.).....	50	M. & N.	Nov. '77 30
Camden & Burl. Co.....	381,922	J. & J.	July '79 3	Nashua and Rochester.....	1,305,800	A. & O.	Apr. '79 1	Coney Island & Brookl.100	500,000	J. & J.	July '79 24
Orpen May and Millville.....	447,000	J. & D.	June '79 8	Nashville and Decatur.....	1,529,000	J. & D.	Dec. '78 8	Continental (Phila.).....	50	J. & J.	July '79 24
Catawissa.....	1,159,600	Oct. 1898	Oct. '78 11	Nash, Chat. & St. Louis.100	4,675,226	A. & O.	Apr. '79 1	D. Dock, E. B'w. & Bat.100	1,200,000	F.M.A.N.	May '79 24
..... pref. 60	2,200,000	M. & N.	May '79 34	Naugatuck.....	100	J. & J.	July '79 6	Elizabethtown & Newark.....	100	J. & J.	Jan. '79 8
Cayuga and Susq.....	1,000,000	M. & N.	May '79 3	Nesquehoning Valley.....	50	M. & S.	Mar. '79 6	42nd St. & G. St. Ferry.....	100	M. & N.	May '79 24
Cedar Rapids & Mo. R.100	688,116	J. & J.	July '79 5	N. Castle & Beaver Val.....	1,800,000	quarterly	July '79 24	Frankf. & Southw. (Ph.) 50	600,000	J. & J.	Jan. '79 8
..... pref. 100	6,860,400	F.M.A.N.	May '79 1	N. Haven & Northamp.....	600,000	quarterly	Oct. '74 8	Germanstown (Ph.).....	1,000,000	J. & J.	July '79 24
Central of Georgia.....	7,000,000	J. & D.	Dec. '78 21	New London Northern.....	1,418,800	quarterly	July '79 24	Ghrard College (Ph.).....	50	J. & J.	July '79 24
Central of New Jersey.....	20,000,000	quarterly	Apr. '79 24	N.Y. Cen. & Hudson R.100	89,428,330	quarterly	July '79 2	Grand St. and Newton.....	170,000	J. & J.	July '79 24
Central Ohio.....	2,425,000	J. & J.	July '79 11	New York and Harlem.....	8,500,000	J. & J.	July '79 2	Green & Coates St. (Ph.) 50	500,000	J. & J.	July '79 24
..... pref. 60	400,000	J. & J.	July '79 8	..... City Line.....	1,500,000	J. & J.	July '79 2	Heston, Mantau & Fairm. 50	2,050,000	J. & J.	Jan. '79 24
Central Pacific.....	54,276,500	A. & O.	Oct. '77 46	New York Elevated.....	5,000,000	quarterly	July '79 24	Highland.....	100	J. & J.	July '79 24
Chemung.....	380,000	quarterly	July '79 11	N. Y., N. H. & Hartf.100	15,500,000	J. & J.	July '79 2	Lomb. & South Sta. (Ph.) 25	105,000	A. & O.	Oct. '77 6
Cheshire, preferred.....	2,158,300	M. & S.	Jan. '79 1	N. Y. Provid. & Boston.100	3,000,000	quarterly	May '79 2	Lynn and Boston.....	100	J. & J.	July '79 24
Chicago and Alton.....	10,065,400	M. & N.	Mar. '79 8	Niag. Bridge & Oasand.100	1,000,000	J. & J.	July '79 2	Malden and Melrose.....	100	J. & J.	July '79 24
..... pref. 100	2,425,400	M. & S.	Mar. '79 8	North Carolina.....	4,000,000	M. & S.	Mar. '78 8	Metropolitan (Boston).....	1,500,000	J. & J.	July '79 24
Chicago, Burl. & Quincy.....	27,568,242	M. & S.	Mar. '79 8	N. Eastern (R.O.) pref.100	96,000	M. & N.	Nov. '77 4	Middlesex (Boston).....	400,000	M. & N.	May '79 24
Chi., Cin., Dub. & Minn.....	6,158,000	A. & O.	Apr. '79 2	North Pennsylvania.....	5,297,156	F. & A.	Feb. '79 24	N. Y., Bay Ridge & Jam.100	102,540	J. & J.	Oct. '77 1
Chicago, Iowa & Nebras.100	8,916,200	J. & J.	July '79 5	Northern Central.....	50	A. & O.	Apr. '78 8	Ninth Avenue (N. Y.).....	197,820	J. & J.	July '79 24
Chi., Mil. and St. Paul.100	15,404,281	A. & O.	Dec. '70 76	Northern New Hampshire.....	1,000,000	J. & J.	July '79 2	Orange and Newark.....	282,550	J. & J.	July '79 24
..... pref. 100	12,974,838	A. & O.	Apr. '79 24	Northern New Jersey.....	1,000,000	J. & J.	July '79 2	People's (Phila.).....	25	J. & J.	July '79 24
Chicago & N. Western.....	14,988,807	J. & D.	June '79 2	Norwich & Worcester.....	2,604,400	J. & J.	July '79 2	Philadelphia City.....	50	J. & J.	July '79 24
..... pref. 100	22,025,608	quarterly	Jan. '79 11	Ogdensb. & L. Champ.100	5,077,000	J. & J.	July '79 2	Philadelphia and Darby 20	280,000	J. & J.	July '79 24
Chicago, B. I. & Pacific.....	20,990,000	quarterly	Apr. '79 2	..... pref.100	2,000,000	A. & O.	Apr. '78 4	Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '78 2
Cin., Ham. & Dayton.....	8,500,000	A. & O.	Apr. '78 4	Ohio and Mississippi.....	20,000,000	quarterly	July '79 24	Pbg. Alleg. & Manchester 50	200,000	quarterly	Apr. '78 2
Cin., Sand. and Cleve.....	2,980,560	M. & N.	May '79 10	..... pref.100	4,730,000	J. & D.	Mar. '78 34	Second Avenue (N. Y.).....	1,199,500	J.A.J.O.	Apr. '78 2
..... pref. 60	113,150	M. & N.	May '79 3	Old Colony.....	6,038,800	J. & J.	July '78 8	Second & Third St. (Ph.) 50	982,100	quarterly	Jan. '78 2
Cleve., Col., Cin. & Ind.100	14,991,800	F. & A.	Feb. '78 3	Oswego and Syracuse.....	482,400	F. & A.	Feb. '79 4	17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '78 4
Cleveland & Mahoning.....	2,067,669	M. & N.	May '77 34	Panama.....	7,000,000	quarterly	Aug. '79 24	Sixth Avenue (N. Y.).....	750,000	M. & N.	Nov. '77 5
Cleveland & Pittsburg.....	11,234,150	July '79 12	June '79 2	Paterson and Hudson.....	632,000	J. & J.	July '79 24	Third Avenue (N. Y.).....	2,000,000	F.M.A.N.	May '79 24
Columbus and Xenia.....	1,788,200	M.J.S.D.	June '79 2	Paterson and Newark.....	250,000	J. & J.	July '79 24	13th & 15th street (Ph.) 50	1,000,000	J. & J.	July '79 24
Colum. & Hooking Val.100	2,400,000	F. & A.	Feb. '79 4	Paterson and Ramps.....	248,000	J. & J.	July '79 24	23rd street (N. Y.).....	600,000	J. & J.	Jan. '79 4
Concord.....	1,500,000	M. & N.	May '79 5	Pemb. & Hightstown.....	50	M. & N.	May '79 2	Somerville (Boston).....	98,000	M. & N.	May '79 2
Concord and Porta.....	850,000	J. & D.	June '79 24	Pennsylvania.....	50,887,900	M. & N.	May '79 2	South Boston.....	450,000	J. & J.	July '79 24
Conn. & Passump Riv.1.0	2,175,700	F. & A.	Feb. '79 11	Peoria & Bureau Val.100	1,300,000	F. & A.	Feb. '79 4	Union (Boston).....	374,800	J. & J.	July '79 24
Connecticut River.....	2,100,000	J. & J.	July '79 4	Philadelphia and Erie.....	5,004,300	J. & J.	Jan. '75 4	Union (Phila.).....	400,000	J. & J.	July '79 24
Cumberland Valley.....	1,292,950	J.A.J.O.	Apr. '79 24	..... pref. 50	2,400,000	J. & J.	Jan. '75 4	West Philadelphia.....	50	J. & J.	July '79 24
..... 1st pref. 50	241,900	A. & O.	Apr. '79 4	Phil. Ger. & Norristwn.....	1,926,250	M.J.S.D.	June '79 8	Chesapeake & Delaware 50	1,983,563	J. & D.	June '75 2
..... 2d pref. 50	243,000	A. & O.	Apr. '79 4	Philadelphia & Reading 50	32,726,378	quarterly	Jan. '76 24	Delaware Division.....	50	F. & A.	Feb. '78 4
Danbury and Norwalk.....	600,000	quarterly	Mar. '78 11	..... pref. 50	1,551,800	quarterly	July '78 24	Delaware and Hudson.....	20,000,000	F. & A.	Aug. '76 4
Dayton & Michigan.....	2,391,350	A. & O.	Apr. '79 11	Phila. and Trenton.....	1,259,100	quarterly	July '79 24	Delaware and Raritan.....	100	quarterly	July '79 24
..... pref. 60	1,286,100	quarterly	Apr. '79 2	Phila. W. & Balt.....	11,564,250	J. & J.	July '79 4	Lehigh Coal & Navigat. 50	10,848,550	J.S.D.M.	Sept. '76 14
Delaware.....	1,230,950	J. & J.	July '79 8	Pittsb., Ft. W. & Chi.100	19,714,288	quarterly	July '79 12	Mongohela Navigat. 50	1,008,500	J. & J.	July '79 24
Del., Lackaw. & Westn.100	36,200,000	quarterly	July '76 24	..... Special Imp.100	5,504,300	quarterly	July '79 12	Morris (consolidated).....	1,025,000	F. & A.	Feb. '78 2
Detroit, Lans. & Nor.....	1,874,800	F. & A.	Aug. '79 24	Pittsfield & N. Adams.....	460,000	J. & J.	July '79 24	..... (preferred).....	100	F. & A.	Feb. '78 5
..... pref. 100	2,604,000	A. & O.	Apr. '79 24	Portl., Saco & Portsm.....	1,500,000	J. & J.	July '79 8	Pennsylvania.....	50	4,337,950	.....
Dubuque & Sioux City.....	5,000,000	A. & O.	Apr. '79 24	Providence & Worcester.....	2,000,000	J. & J.	July '79 24	Sohny. Nav. (common) 50	1,908,207	annually	Apr. '79 70c
East Pennsylvania.....	1,309,200	J. & J.	July '79 8	Raleigh and Gaston.....	1,500,000	J. & J.	July '79 24	..... (pref.) 50	2,888,977	annually	Apr. '79 140c
East Mahony.....	392,950	J. & J.	July '79 8	Republican Valley.....	553,000	quarterly	May '79 2	MISCELLANEOUS.			
East Tenn. Va. & Ga.....	1,988,274	J. & J.	May '79 3	Rensselaer & Saratoga.....	6,000,000	J. & J.	July '79 4	Adams Express.....	12,000,000	quarterly	June '79 24
Eastern (Mass.).....	4,997,600	J. & J.	July '79 8	Richmond & Petersb.....	1,008,600	J. & J.	Jan. '79 2	American Coal.....	25	M. & S.	Sept. '77 24
Eastern (N. H.).....	492,500	J. & D.	June '79 24	Roch. & Genesee Val.110	555,200	J. & J.	Jan. '79 8	American Express.....	18,000,000	J. & J.	July '79 24
Elmira, Jof. & Canand.....	500,000	Sept. 1898	Sept. '78 5	Rome, Watert. and Ogd.100	2,998,900	J. & J.	Jan. '79 8	Amoskeag Manuf. Co.100	3,000,000	J. & D.	June '79 5
Elmira & Williamsport.....	500,000	M. & N.	May '79 24	Rutland preferred.....	1,168,700	F. & A.	Feb. '78 34	Calumet and Hecla Mining. 50,000 shs	F.M.A.N.	Aug. '79 80	
..... pref. 50	500,000	J. & J.	Jan. '79 8	St. L., Alt. & T. Haute.100	2,300,000	.....	.....	Central Mining Co.....	100	Annua.	Feb. '78 85
Erie Railway.....	79,000,000	.....	Oct. '78 1	..... pref.100	2,483,400	F. & A.	Feb. '78 2	Consolidation (Md.) Coal.100	10,250,000	M. & S.	Jan. '79 24
..... pref. 100	8,539,910	.....	Oct. '78 34	St. L., I. Mt. & South.....	12,248,950	F. & A.	Feb. '78 8	George's Creek C. & I.100	100,000	J. & J.	Jan. '78 3
Erie and Pittsburg.....	1,090,250	quarterly	June '79 11	St. L., Kan. C. & North.100	12,000,000	.....	.....	Gilbert Coal Co.....	100	.....	Feb. '77 24
Fitchburg.....	4,500,000	J. & J.	July '79 8	..... pref. 100	12,000,000	.....	Nov. '72 82	Maryland Coal.....	4,400,000	F. & A.	Feb. '77 14
Georgia.....	4,200,000	J. & D.	Dec. '78 8	Salem and Lowell.....	2,438,500	M. & S.	Sept. '78 60c	Mariposa Gold.....	2,886,800	.....	.....
Great Western, (Ca.).....	19,287,404	A. & O.	Apr. '78 01	Schuylkill Valley.....	50	J. & J.	July '79 24	..... pref. 100	5,693,400	.....	.....
Hannibal & St. Joseph.....	9,083,024	F. & A.	Aug. '70 34	Shamobee and Roanoke.....	1,151,400	M. & N.	Feb. '79 8	Missouri Val. Land Co.100	200,000	M. & S.	July '79 2
..... pref. 100	5,168,224	Annua.	Nov. '77 24	Shamokin V. & Pottav. 50	899,450	F. & A.	July '79 4	Mongona Coal Co.100	300,300	quarterly	Jan. '79 2
Han. June, Han. & Get. 60	116,850	M. & N.	Nov. '77 24	Shore Line.....	996,800	J. & J.	Apr. '79 34	National Tube Works.....			

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Blue Ridge (S. Car.):						
1st Mortgage.....	\$ 940,000	7	Jan. & July.	New York.	1886	....	1st Mort., guar. by State (gold) .	4,000,000	7	Jan. & July.	Charleston.	1898	....
Alabama and Chattanooga:							Boston and Albany:						
1st Mortgage, guar. by Ala.....	5,200,000	8	Jan. & July.	New York.	1889	....	Current bonds of Feb. 1, 1872.	5,000,000	7	Feb. and Aug.	Boston.	'91-'92	119
Receiver's Bonds.....	1,200,000	7	.....	"	....	....	Loan of 1875.....	2,000,000	6	Jan. & July.	"	1896	109
Alabama and Georgia:							Boston, Clinton and Fitchburg:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....	1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	99
Alabama Central:							1st Mortgage (Equalization)....	300,000	7	"	"	1889	....
1st Mortgage.....	1,600,000	8	Jan. & July.	New York.	1901	....	1st Mortgage (Consolidation)...	252,000	7	"	"	1890	....
Albany and Susquehanna:							Equipment Mortgage.....	570,000	8	Apr. and Oct.	"	1881	....
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	121	Boston, Concord and Montreal:						
2d Mortgage.....	2,000,000	7	April & Oct.	"	1885	105	Sinking Fund Mortgage.....	624,000	6	Jan. and July.	Boston.	1889	92
3d Mortgage.....	253,000	7	May & Nov.	"	1881	....	1,224,000	7	Apr. and Oct.	Boston.	1893	104	
Albany Loan.....	933,800	6	"	"	1895	....	Consol. Mortgage for \$2,000,000.	367,200	6	"	"	1898	....
Cohoes. M. (guar. by D. & H. Co.)	1,595,000	7	April & Oct.	"	1906	102	Boston, Hartford and Erie:						
Alexandria and Fredericksburg:							1st Mortgage (old).....	273,000	7	Mar. and Sept.	Boston.	1884	....
1st Mortgage.....	1,000,000	7	June & Dec.	Philadelphia.	1896	....	1st Mortgage (Berdell).....	15,000,000	7	Jan. and July.	New York.	1900	734
Allegheny Valley:							1st Mortgage, guar. by Erie.....	5,000,000	7	"	"	1900	82
General Mortgage.....	3,967,000	7.3	Jan. & July.	New York.	1896	114	Mass. L. (sec'd by \$4,000,000 Ber.)	3,000,000	7	"	Boston.	1899	....
Special Mortgage to Penn.....	3,500,000	5	January.	Harrisburg.	1900	160	Boston and Lowell:						
1st M., E. Ext., guar. by Pa. R.R.	9,938,000	7	April & Oct.	Phil. or Lond.	1900	35	Bonds (Wharf Purchase).....	200,000	6	Apr. and Oct.	Boston.	1879	101
Funding Income (traffic guar.)	5,402,900	7	"	Pittsburg.	1894	100	Bonds of 1872 for \$1,000,000....	999,500	7	"	"	1892	114
American Central:							Bonds of 1875.....	500,000	7	Mar. and Sept.	"	1896	115
1st Mort., guar. by C. B. & Q.	386,000	7	Jan. & July.	New York.	1878	100	Bonds of 1876.....	425,000	6	Jan. and July.	"	1896	106
Andreocoggin:							Boston and Maine:						
1st Mortgage (Bath Loan).....	425,000	6	Jan. & July.	Bath, Me.	1891	....	Bonds of 1893 (coup. and reg.)..	3,200,500	7	Jan. and July.	Boston.	'92-'94	119
Arkansas Central (narrow gauge):							Boston and New York Air Line:						
1st Mortgage.....	1,200,000	7	Jan. & July.	Lond. or Ama.	1891	....	1st mortgage.....	500,000	7	Feb. and Aug.	New York.	1895	102
Ashtabula, Youngstown & Pitts.							Boston and Providence:						
1st Mortgage.....	1,500,000	7	April & Oct.	New York.	1901	....	Bonds to purchase P. W. & B. R. d.	500,000	7	Jan. and July.	Boston.	1893	115
2d Mortgage, Income.....	400,000	7	Jan. and July.	Pittsburg.	1904	....	Brunswick and Albany:						
Atchison and Nebraska:							1st Mort. (goldend. by Ga. tax fr.	3,630,000	6	Apr. and Oct.	New York.	1908	....
1st Mortgage.....	1,125,000	7	March & Sept.	Boston.	1903	....	2d Mort. sinking fund gold.....	2,350,000	7	"	"	1893	....
Atchison, Topeka and Santa Fe:							Buffalo, Bradford and Pittsburg:						
1st Mortgage (gold).....	7,041,000	7	Jan. & July.	New York.	1899	114	General Mortgage.....	880,000	7	Jan. & July.	New York.	1896	....
Land Grant Mortgage (gold).....	3,366,000	7	April & Oct.	Boston.	1900	113	Buffalo, Corry and Pittsburg:						
1st Mort. (Wichita Br.) traf. guar.	412,000	7	Jan. & July.	"	1902	....	1st Mortgage.....	700,000	7	Jan. and July.	New York.	1886	....
Pottawatomie Land Grant.....	439,000	7	May & Nov.	N. Y. or Bos.	1879	....	Buffalo and Erie:						
Consol. Second Mort. (gold)....	3,885,000	7	April & Oct.	"	1903	113	Mort. bonds (ass'd by L. & M. S.)	200,000	7	Jan. and July.	New York.	1892	....
Land Income bonds.....	480,500	12	Jan. & July.	Boston.	....	....	Mort. bonds (" ")	300,000	7	March & Sept.	"	1898	....
Atlanta and Charlotte Air Line.							Mort. bonds (" ")	2,444,000	7	Apr. and Oct.	"	1898	115
1st Mortgage (registered).....	4,250,000	7	Jan. & July.	New York.	1907	....	Buffalo and Jamestown:						
Atlantic and Great Western:							Mortgage.....	1,000,000	6	.....	New York.	1903	....
1st Mortgage (gold).....	14,922,200	7	Jan. & July.	N. Y. or Lond.	1902	....	Buffalo, New York and Erie:						
2d Mortgage (gold).....	10,173,979	7	March & Sept.	"	1902	....	1st Mortgage Renewal Bonds..	2,380,000	7	June & Dec.	New York.	1910	117
3d Mortgage (gold) Income.....	28,783,000	7	May & Nov.	"	1902	....	Buffalo, New York & Phila.:						
Atlantic and Gulf:							1st Mortgage.....	2,296,000	6	Jan. & July.	New York.	1898	93
Consolidated 1st Mortgage.....	2,310,200	7	Jan. & July.	New York.	1887	88	2d Mortgage for \$1,000,000....	281,500	10	"	"	1898	....
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	"	1888	....	Burlington, Cedar Rapids & Nor.						
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	"	"	1889	....	1st Mortgage.....	6,500,000	5	June & Dec.	New York.	1906	79
Atlantic and Lake Erie:							1st Mort. (Minn. & St. Louis)...	156,000	7	Jan. & July.	"	1911	....
1st Mort. (gold) for \$5,000,000....	.....	7	Jan. & July.	New York.	1901	....	Burlington and Missouri River:						
Atlantic, Miss. and Ohio (428 m.)							Land and R. R. Mortgage.....	4,638,250	7	April & Oct.	N. Y. & Bos.	1893	119
1st Mortgage for \$15,000,000....	5,470,000	7	April & Oct.	New York.	1901	....	Stock (common) Bonds.....	286,500	8	April & Oct.	N. Y. & Bos.	1879	104
2d Mort. to State (no int. till '80).	4,000,000	7	.....	"	....	....	Stock (common) Bonds.....	279,000	8	Jan. & July.	"	1894	106
Atlantic and Pacific:							Stock (common) Bonds.....	370,500	8	"	"	1889	....
Land Mortgage gold bonds.....	2,829,000	6	Jan. & July.	New York.	1888	....	Burlington and Mo. Riv. in Neb.:						
2d Mortgage for \$3,000,000 (gold)	2,016,500	6	May & Nov.	"	1891	....	1st Mortgage convertible.....	5,027,000	8	Jan. & July.	N. Y. & Bos.	1894	117
1st Mort. (So. Pac. R.R.) assumed	7,188,500	6	Jan. & July.	"	1888	61	Bonds convertible until 1892....	600,000	8	"	Boston.	1893	120
1st Mort. (Central Div.) gold.....	1,190,000	6	May & Nov.	"	1891	....	Consolidated Mortgage.....	.....	6	.....	Boston.	....	....
1st Mort. (Central Div.) I. G.	794,000	6	"	"	1901	....	Burlington and Southwestern:						
Equipment Bonds.....	755,000	10	June & Dec.	"	1883	....	1st Mortgage (\$20,000 per mile).	1,800,000	8	May & Nov.	Boston.	1891	13
Income Bonds (for funding).....	529,600	6	"	"	1883	....	Cairo and Fulton (Arkansas):						
Land Debentures.....	500,000	10	J. A. J. & O.	"	1884	....	1st Mort. (R. R. and lands) S. F.	8,000,000	7	Jan. & July.	New York.	1891	97
Atlantic and St. Lawrence:							Cairo and St. Louis (3 ft. gauge):						
Sterling bonds (not Mort.) of 1853.	484,000	6	May & Nov.	London.	1878	....	1st Mortgage.....	2,500,000	7	April & Oct.	New York.	1901	....
2d Mortgage (sterling) of 1864....	1,500,000	6	April & Oct.	"	1884	....	Cairo and Vincennes:						
3d Mortgage (sterling) of 1871....	715,000	6	May & Nov.	"	1891	....	1st Mortgage, gold.....	3,500,000	7	April & Oct.	N. Y. & Lond.	1900	....
Portland City Bonds, 1st M., n. l.	787,000	6	"	Portland.	1886	....	2d Mortgage.....	1,500,000	7	Jan. & July.	"	1898	....
Bald Eagle Valley:							California Pacific:						
1st Mortgage.....	354,000	6	Jan. & July.	Philadelphia.	1881	....	1st Mortgage, sinking fund....	2,250,000	7	Jan. & July.	New York.	1889	....
2d Mortgage.....	100,000	7	"	"	1884	....	Extension, or 2d Mortgage.....	3,500,000	7	"	"	1889	....
Baltimore and Ohio:							2d Income, or double track b'ds	1,000,000	6	Jan. & July.	.....	1891	....
Loan of 1850-'80.....	579,500	6	Jan. & July.	Baltimore.	1880	160	Camden and Amboy:						
Loan of 1853-'85.....	1,710,000	6	April & Oct.	"	1885	108	Loan of 1883.....	1,700,000	6	Feb. & Aug.	Philadelphia.	1883	106
Loan of 1855-'90 (Balt.) skg fd.	3,151,122	6	Jan. & July.	"	1890	....	Loan of 1889.....	866,000	6	June & Dec.	Princeton.	1889	105
Loan of 1870-'95 (stk.) skg fund.	3,273,956	6	March & Sept.	London.	1895	....	Mortgage Loan of 1889.....	5,000,000	6	May & Nov.	Philadelphia.	1889	112
Loan of 1872-1902 (stk.) S. F.	9,026,852	6	"	"	1902	....	Sterling Loan, S. F. (£232,000).	1,286,980	6	Feb. & Aug.	London.	1880	....
Loan of 1874-1910 (stk.) S. F.	9,464,500	6	May & Nov.	"	1910	....	Camden and Atlantic:						
Baltimore and Potomac:							1st Mortgage.....	490,000	7	Jan. & July.	Philadelphia.	1893	116
1st Mort. (tunnel) gold guar....	1,400,000	6	Jan. & July.	Baltimore.	1911	....	2d Mortgage.....	500,000	7	April & Oct.	"	1879	109
1st Mortgage (R. R.) gold guar....	3,000,000	6	April & Oct.	"	1911	....	Camden and Burlington County:						
Bangor and Piscataquis:							Consolidated 1st Mortgage.....	350,000	6	Feb. & Aug.	Philadelphia.	1897	103
1st Mortgage (Bangor loan).....	600,000	6	April & Oct.	Boston.	1899	....	Canada Southern:						
1st Mort. (Bangor loan) extens'n	120,000	7	"	"	1901	....	1st Mort. (skg fd) d for \$9,000,000	9,000,000	7	Jan. & July.	New York.	1906	87
Bay City and East Saginaw:							Cape May and Millville:						
1st Mort. guar. by F. & P. Mfg. Co.	100,000	10	Jan. & July.	Detroit.	1886	....	2d Mort. guar. by W. Jersey R.R.	400,000	7	April & Oct.	Camden.	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cedar Rapids & Mo. Riv. (C&NW):							Chicago, Iowa and Nebraska:						
1st Mortgage, 1st Div. \$10,000pm	678,000	7	Feb. & Aug.	New York.	1891	110 1/2	2d Mort. (now 1st) guar. C&NW	568,250	7	Jan. & July.	Boston.	1880	102
1st Mortgage 2d Div. \$10,000p.m.	582,000	7	"	"	1894	109 1/2	3d Mort. (now 2d) guar. C&NW	211,500	7	Feb. & Aug.	New York.	1892	109 1/2
1st Mortgage 3d Div. \$16,000 p.m.	2,400,000	7	May & Nov.	"	1916	112 1/2	Chicago and Lake Huron:						
Central Branch Union Pacific:							1st Mort. 1st series (Peninsular.)	1,800,000	7 1/2	May and Nov.	N.Y. or Lond.	1899	....
1st Mort. (Atch. & Pike's Peak).	1,000,000	6 1/2	May & Nov.	New York.	1895	....	1st Mort. 2d series (")	2,000,000	7 1/2	"	"	1900	....
2d Mortgage Govern'm't aid.	1,000,000	6	Jan. & July.	"	1895	....	1st M. (Port Huron & L. Mich.)	1,800,000	7 1/2	"	New York.	1899	....
Central of Georgia:							2d Mortgage (Peninsular.)	540,000	7	Feb. and Aug.	"	1881	....
General Mort. for \$5,000,000....	2,222,000	7	Jan. & July.	N.Y. & Savan.	1893	....	Consolidated Mortgage.....	12,000,000	6 1/2	"	"	1903	....
Macon & West. (Atlanta D.) b'ds	117,000	7	April & Oct.	Savannah.	1880	....	Chicago and Milwaukee Railway:						
Central of Iowa:							1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	118
1st Mortgage, gold, \$16,000 p.m.	3,700,000	7 1/2	Jan. & July.	New York.	1899	32 1/2	Chicago and Mich. Lake Shore:						
2d Mortgage, gold, \$4,000 p. m..	925,000	7 1/2	April & Oct.	"	1901	....	1st Mortgage.....	477,000	8	March & Sept.	Boston.	1889	....
Central of L. I. (Flush. N.C. & C.):							1st Mortgage.....	3,500,000	8	Jan. & July.	"	1890	10
1st Mortgage.....	1,275,000	7	May & Nov.	New York.	1889	....	1st Mortgage.....	1,350,000	8	May & Nov.	"	1891	....
Central of New Jersey:							1st Mortgage (on Branch).....	1,325,000	8	March & Sept.	"	1892	....
Convertible bonds of 1872.....	4,400,000	7	May & Nov.	New York.	1902	103 1/2	Chicago, Milwaukee and St. Paul:						
1st Mort. (New) for \$5,000,000....	5,000,000	7	Feb. & Aug.	"	1890	118	1st Mort. (La. Crosse Division.)	6,800,000	7	Jan. & July.	New York.	1898	111 1/2
Newark Branch Bonds.....	600,000	7	Jan. & July.	"	1887	....	1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	"	1903	111 1/2
Loan of Loh. C. & Nav. Co. (San'd)	2,310,000	6	J. A. J. & O.	Philadelphia.	1897	....	1st Mort. (Iowa & Dakota Ext.)	1,000,000	7	"	"	1908	104 1/2
Consol. Mort. for \$25,000,000....	16,000,000	7	"	New York.	1899	106	1st Mort. (Iowa and Minn. Div.)	3,810,000	7	Jan. & July.	"	1897	110
Central Ohio (B. and O.):							1st Mort. (Minnesota Central.)	190,000	7	"	"	1894	....
1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	107 1/2	1st Mort. (St. Paul Division.)	4,000,000	7 1/2	"	"	1902	111
Central Pacific of California:							1st Mort. (Iowa and Dak. Div.)	591,000	7	"	"	1899	103 1/2
1st Mort., 30 years bonds, (gold).	25,833,000	6 1/2	Jan. & July.	New York.	1883	98 1/2	1st Mort. (Prairie du Chien Div.)	3,674,000	8	Feb. & Aug.	"	1898	127
Convertible 20 years bonds, gold	1,453,000	7 1/2	"	"	1883	104 1/2	2d Mort. (")	1,315,000	7 1/2	"	"	1898	112
State Aid B'ds (Int. by State) gold	1,500,000	7 1/2	"	Sacramento.	1884	105	1st Mort. (Hast. and Dak. Div.)	172,000	7	Jan. & July.	"	1902	103 1/2
2d Mort. (Government Subsidy)	27,855,850	6 1/2	"	U.S. Treasury.	1899	104	1st Mort. (Mil. and Western)...	234,000	7	Jan. & July.	"	1891	....
1st Mort. (Western Pacific) gold	2,735,000	6 1/2	"	New York.	1889	99	2d Mortgage.....	600,000	7	April & Oct.	"	1884	100 1/2
1st Mort. (Calif. & Oregon) gold	8,000,000	6 1/2	"	"	1889	99	Equipment and Bridge Bonds...	.....	10	June & Dec.	"	1883	....
1st Mort. (S. Fr. & Okla. & Ala.)	500,000	6 1/2	"	"	1890	100	Consol. Mort. for \$35,000,000....	7,304,000	7	Jan. & July.	"	1906	105 1/2
1st Mort. (San Joaquin V.D.) gold	6,050,000	6 1/2	April & Oct.	"	1900	100	Chicago and Northwestern:						
Land bonds (Cen. Pac. Co.) gold	8,704,000	6 1/2	"	"	1900	100 1/2	Preferred sinking fund (193 m.)	1,214,100	7	Feb. & Aug.	New York.	1885	111
Central Vermont:							General 1st Mortgage (193 m.) ..	3,477,800	7	"	"	1885	111 1/2
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	10	Funded coupons (193 m.).....	708,600	7	May & Nov.	"	1883	107
2d Mort., Consol. (")	1,500,000	7	June & Dec.	"	1891	25	Appleton Ext. (23 m. & 76,000 ac.)	116,000	7	Feb. & Aug.	"	1885	108 1/2
1st Mort. (Stam. Sheff. and Ch.)	500,000	7	Jan. & July.	"	1887	26	Green Bay Ext. (26m & 76,000 a.)	255,000	7	"	"	1885	108 1/2
Income and Extension Bonds...	1,008,600	8	May & Nov.	"	1902	23	1st Mort. (Gal. & Chi. U.) 248 m.	1,690,000	7	"	"	1882	....
Equipment Mort. (Vt. Central).	1,000,000	8	"	"	1889	28	Elgin and State Line.....	114,500	6	Jan. & July.	"	1878	....
Equipment Mort. (")	1,000,000	8	"	"	1889	28	Mississippi River Bridge.....	168,000	7	"	"	1884	....
Bonds, guar. (Vt. and Canada)	1,000,000	8	Jan. & July.	"	1891	22 1/2	1st Mortgage (Peninsula).....	272,000	7	March & Sept.	"	1898	110
Missisquoi R.R. (")	500,000	7	"	"	1891	6	Consol. skz fund (O. & N.W.R'y)	4,693,000	7	F. M. A. & N.	"	1915	122 1/2
Cent. Vt. (Vt. & Ca. Mort.) b'ds	3,000,000	6	March & Sept.	"	1904	....	General Consol. Gold Bonds...	12,843,000	7 1/2	June & Dec.	"	1902	113 1/2
Charleston and Savannah:							1st Mort. S. F. (Madison Exten.)	3,150,000	7 1/2	April & Oct.	"	1911	....
1st Mortgage guar. by State.....	505,000	6	March & Sept.	Charleston.	1877	....	1st Mort. S. F. (Menominee Ext.)	2,700,000	7 1/2	June & Dec.	"	1911	....
Funded Interest on 1st Mort.....	167,400	7	"	"	1889	....	1st Mort. (Chic. & Mil. R. W.) guar	1,700,000	7	Jan. & July.	"	1898	....
Charlotte, Columbia & Augusta:							1st Mort. (Bel. & Mad. R.R.) guar.	249,000	7	"	"	1888	....
1st Mortgage.....	1,810,500	7	Jan. & July.	New York.	1895	71	Chicago and Paducah (C.B. & Q.):						
2d Mortgage.....	500,000	7	April & Oct.	Baltimore.	....	....	1st Mortgage \$26,000 p. m. gold..	2,304,000	7 1/2	Jan. & July.	Boston.	1903	....
Chattanooga:							Chl., Pekin & Southw'n (O.B. & Q.)						
1st Mort., guar. by Penna.....	500,000	7	April & Oct.	Philadelphia.	1901	100	1st Mortgage for \$10,000 per mile	700,000	8	Feb. & Aug.	New York.	1901	....
Chesaw and Darlington:							Chicago, Rock Island and Pacific:						
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	....	1st Mortgage skz. fund.....	124,000	7	Jan. & July.	New York.	1896	....
2d Mortgage dated Jan. 1, 1869.	76,000	7	Jan. & July.	"	1888	....	Branch Bonds Sinking Fund....	916,000	6	Feb. & Aug.	"	1895	....
Cherry Valley, Sharon and Alb.:							New Mort. bonds for \$12,500,000	8,920,000	8	Jan. & July.	"	1917	114
1st Mort. con. guar. by A. & S. Co.	300,900	7	June & Dec.	New York.	1899	....	Chl. & Southw'n (C., R. I. & Pac.):						
Chesapeake and Ohio:							1st Mort. gold, tax free, guar.....	5,000,000	7 1/2	May & Nov.	New York.	1889	....
1st M. (gold) skz fd for \$15,000,000	15,000,000	6 1/2	May & Nov.	New York.	1899	31	1st Mortgage gold (Atchison Br.)	1,000,000	7 1/2	June & Dec.	"	1901	....
1st Mort. Extension (con. or reg)	5,426,900	7 1/2	Jan. & July.	"	1902	....	Chicago and Superior:						
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	"	"	1880	....	1st Mortgage (Mad. & Portage) g'd	600,000	7 1/2	April & Oct.	New York.	1900	....
2d Mort. (") coupon.....	902,000	6	"	"	1884	....	Chillicothe and Brunswick:						
Income (") coupon.....	300,000	8	"	"	1876	....	1st Mort., guar. by St. L., K. O. & N.	500,000	8	Jan. & July.	New York.	1894	....
Funded Interest, coupon.....	160,500	8	"	"	1877	....	Cincinnati and Baltimore:						
Cheshire:							1st Mort. guar. by B. & O. & M. & C.	500,000	7	Jan. & July.	Baltimore.	1900	104
Coupon bonds (no Mort.).....	818,700	6	Jan. & July.	Boston.	1877-96	102 1/2	Cincinnati, Hamilton and Dayton:						
Chester Creek (Phil. & Balt. Cent.)							1st Mortgage of 1863.....	1,243,000	7	May & Nov.	New York.	1880	101
1st Mort., guar. by F. W. & B.	185,000	6	Jan. & July.	Philadelphia.	1903	....	2d Mortgage of 1866.....	496,000	7	Jan. & July.	"	1885	....
Chester and Tamarac:							Consol. S. F. M. for \$3,000,000..	996,000	7	April & Oct.	"	1905	....
1st Mortgage.....	680,000	7 1/2	May & Nov.	New York.	1901	....	Cincinnati, Ham. & Ind. (O. H. & D.):						
Chicago and Alton:							1st Mort., guar. for \$2,500,000....	1,846,000	7	Jan. and July.	New York.	1903	103
1st Mortgage.....	2,400,000	7	Jan. & July.	New York.	1893	115 1/2	Cincinnati, Lafayette and Chi.:						
2d Mortgage Income.....	1,100,000	7	April & Oct.	"	1883	106 1/2	Consolidated Mortgage.....	1,120,000	7 1/2	March & Sept.	New York.	1901	87
Consol. Bonds (\$200 stg. each).	4,379,550	6 1/2	Jan. & July.	London.	1903	....	Cincinnati and Martinsville:						
1st Mort. (St. L. J. & C.) assumed	564,000	7	April & Oct.	New York.	1894	111	1st Mort., guar. by I. C. & La. F.	400,000	7	Feb. & Aug.	New York.	1905	....
2d Mort. (")	188,000	7	Jan. & July.	"	1898	....	Cincinnati & Muskingum Valley:						
1st Mort. (Louisiana and Mo.)	1,861,000	7	Feb. & Aug.	"	1900	....	1st Mortgage.....	1,500,000	7	Jan. and July.	New York.	1901	....
Chicago, Burlington and Quincy:							Cincinnati, Richmond & Chicago:						
Trust Mortgage skz fund.....	2,570,000	8	Jan. & July.	New York.	1883	113 1/2	1st Mortgage guar. by C. H. & D.	560,000	7	Jan. and July.	New York.	1895	....
Trust Mortgage, skz fund conv.	150,000	8	"	"	1883	....	2d Mortgage " "	65,000	7	"	"	1889	....
Trust Mortgage (Burl. to Peoria)	653,000	7	April & Oct.	"	1890	Cinc., Rich. & Ft. Wayne (G.R. & I.):						

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cleveland and Pittsburg (Pa. Co.):	\$						Detroit & Bay City (Mich. Cent.):	\$					
Construction and Equip. bonds.	600,000	7	Jan. and July	New York.	1913	....	1st Mort. (\$424,000 guar.).....	2,330,000	8	May and Nov.	New York.	1902	108
4th (now 3d) Mortgage guar.....	1,096,000	6	" " "	" " "	1892	108	Detroit, Bel River and Illinois:						
Consol. sinking fund guar.....	1,487,000	7	May & Nov.	" " "	1900	115 1/2	1st Mortgage for \$22,000 p.m.	1,064,000	8	Jan. & July.	New York.	1891	....
Clev., Painesville & Ashtabula:							2d Mortgage	500,000	7	May and Nov.	" "	1883	....
Regist'd b'd (ass'd by LS&MS.)	1,000,000	7	Jan. & July.	New York.	1880	101	Detroit, Hillsdale and Indiana:						
3d Mortgage (")	1,000,000	7	April & Oct.	" " "	1892	115	1st Mort. \$10,000 p. m. guar.....	1,170,000	8	June & Dec.	New York.	1907	....
Cleveland and Toledo:							2d Mortgage, (coupon) guar.....	300,000	8	Jan. & July.	" "	1881	....
1st Mort. s.f. (ass'd by LS&MS.)	1,595,000	7	Jan. & July.	New York.	1885	109 1/2	Detroit, Lansing and Northern:						
2d Mortgage (")	849,000	7	April & Oct.	" " "	1886	110	1st Mortgage.....	1,907,000	7	Jan. & July.	Boston.	1907	110
Celebrookdale:							1st Mort. (Ionia and Lansing)...	770,000	8	" " "	New York.	1889	....
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1898	43	2d Mort. (")	81,000	8	May & Nov.	" "	1880	....
Colorado Central (3 ft. gauge):							Detroit & Milwaukee (Gt. W. of Ca.):						
1st Mortgage.....	225,000	8	June & Dec.	Boston.	1890	....	1st Mortgage, (D. & M.R.'y).....	2,500,000	7	May & Nov.	New York.	1875	....
Columbus, Chicago & Ind. Cent.:							2d Mortgage (")	1,000,000	8	" " "	" "	1875	....
1st Mortgage Consol. skg fund.....	10,428,000	7	April & Oct.	New York.	1903	71	1st Funded Coup. (D. & M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Mortgage skg fund.....	5,692,000	7	Feb. & Aug.	" " "	1909	25 1/2	2d Funded Coup. (")	375,734	7	May & Nov.	" "	1875	....
Income convertible.....	5,347,000	7	" " "	" " "	1890	....	1st Mort. (Detr. & Pontiac R.R.)	150,000	7	April & Oct.	" "	1878	....
1st Mort. (Chic. and Gt. Eastern)	451,000	7	April & Oct.	" " "	1893-96	....	2d Mort. (")	100,000	7	Jan. & July.	" "	1878	....
2d Mort. (")	341,400	7	Jan. & July.	" " "	" " "	....	3d Mort. (")	250,000	8	Feb. & Aug.	" "	1886	....
1st Mort. (Cin. and Chi. Air-L.)	194,100	7	Feb. & Aug.	" " "	1890	....	Bonds of Sept. 1, 1866.....	110,000	7	March & Sept.	" "	1886	....
1st M., s.f. (")	25,650	7	May & Nov.	" " "	1893	....	Bonds of June 30, 1866.....	1,702,317	6 1/2	Jan. & July.	" "	1886	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	" " "	1904	....	Detroit, Mon. & Tol. (L.S. & M.S.):						
2d Mort. (")	821,000	10	May & Nov.	" " "	1904	....	1st Mortgage Aug. 1, 1866.....	924,000	7	Feb. & Aug.	New York.	1906	120
1st M. (Col. & Ind.) 1st & 2d pref.	309,500	7	Jan. & July.	" " "	1883	....	Dixon, Peoria and Hannibal:						
2d Mortgage (Ind. Central).....	666,500	7	" " "	" " "	1882	....	1st Mort. guar. by C. B. and Q.	563,500	8	Jan. & July.	New York.	1889	101
1st Mort. (Tol., Logan's p't & Bur.)	581,000	7	Feb. & Aug.	" " "	1884	....	Dubuque and Sioux City:						
Income (")	74,024	7	" " "	" " "	" " "	....	1st Mortgage 1st div.....	296,000	7	Jan. & July.	New York.	1883	104
1st Mort. (Union & Logan's port)	755,000	7	April & Oct.	" " "	1906	....	1st Mortgage 2d division.....	586,000	7	" " "	" "	1894	106
Columbus, Springfield and Cin.:							Dubuque Southwestern:						
1st M. (assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	53	1st Mortgage.....	450,000	7	April & Oct.	New York.	1883	....
Columbus and Hocking Valley:							1st Mortgage, preferred.....	75,500	7	Jan. & July.	" "	1883	....
1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....	Dunkirk, Allegheny Val. & Pittsb.:						
1st M. on Branch (& 2d on main)	300,000	7	Jan. & July.	" " "	1880	....	1st Mortgage (gold).....	1,200,000	7 1/2	June & Dec.	New York.	1900	....
General Mortgage.....	634,000	7	" " "	" " "	1892	....	Dutchess and Columbia:						
Columbus and Xenia:							1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1903	....
1st Mortgage, guar. by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....	East Alabama and Cincinnati:						
Connecticut and Passumpsic Riv.:							1st Mort. endorsed by Alabama.	400,000	8	Jan. & July.	" "	1890	....
New Mortgage for \$1,500,000....	1,263,500	7	April & Oct.	Boston.	1893	108	East Brandywine & Waynesboro:						
Coupon Notes.....	123,000	7	June & Dec.	" " "	1881	100 1/2	1st Mortgage guar. by Pa. R.R.	140,000	7	Jan. & July.	Philadelphia.	1885	....
1st Mort. (Massachusetts) guar. gold	400,000	6 1/2	Jan. & July.	" " "	1889	83 1/2	East Pennsylvania (Ph. & Rdg.):						
Connecticut River:							1st Mortgage, guaranteed.....	495,900	7	March & Sept.	Philadelphia.	1888	105 1/2
1st Mortgage skg fund.....	.....	6	March & Sept.	Boston.	1873	....	East Tennessee, Virginia & Ga.:						
Connecticut Valley:							1st Mort. skg fund for \$3,500,000	2,969,000	7	Jan. & July.	New York.	1900	100
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....	2d Mortgage.....	190,000	4	" " "	" "	1882-87	....
Connecticut Western:							Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	" "	1886	....
1st Mortgage tax free.....	3,000,000	7	Jan. & July.	N. Y. & Bos.	1900	16 1/2	Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	" "	1886	....
Connecting (Philadelphia):							Company Bonds (E.T. & Ga., old)	635,000	6	" " "	" "	1880-86	....
1st Mort. ABCD & \$200,000 each	991,000	6	March & Sept.	Philadelphia.	1,234	112	Company Bonds (" new)	135,400	6	" " "	" "	1876	....
Cooperstown and Susq. Valley:							Eastern (Mass.):						
1st Mortgage.....	100,000	7	March & Sept.	New York.	1889	....	1st Mort. (Essex R.R.) assumed.	194,400	6	March & Sept.	Boston.	1886	90
Cowanesque Valley:							Loan of 1867.....	.....	7	" " "	" "	1887	....
1st Mortgage, gold.....	95,000	7 1/2	Jan. & July.	New York.	1902	....	Loan of 1868.....	.....	6	" " "	" "	1887-89	....
2d Mortgage.....	160,000	7	May & Nov.	" " "	1882	....	Loan of 1869.....	.....	6	May & Nov.	" "	1889	....
Cumberland & Penn. (Consol. Coal):							Ten year coupon notes.....	.....	7	" " "	" "	1882	....
1st Mortgage.....	803,500	6	March & Sept.	New York.	1891	....	Ten year coupon notes.....	.....	7	" " "	" "	1882-84	....
2d Mortgage, sinking fund.....	648,000	6	May & Nov.	" " "	1888	....	Sinking Fund Bonds.....	.....	7	May & Nov.	" "	1884	....
Cumberland Valley:							Sterling Sink. Fd. Bonds.....	3,049,200	6 1/2	March & Sept.	London.	1893	....
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....	Certif. of Indebt. Sept. 1, 1876..	12,673,000	3 1/2	" " "	Boston.	1906	75 1/2
2d Mortgage.....	109,500	8	" " "	" " "	1903	....	Eastern Shore (Md.):						
Plain bonds.....	81,300	6	" " "	" " "	1884	....	1st Mortgage.....	400,000	6	Jan. & July.	Philadelphia.	1889	....
Danbury and Norwalk:							2d Mortgage.....	200,000	6	April & Oct.	" "	1893	....
Mortgage Bonds of 1860.....	100,000	7	Jan. & July.	New York.	1880	....	Elizabethtown and Paducah:						
Mortgage Bonds of 1870.....	200,000	7	" " "	" " "	1890	....	1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....
Mortgage Bonds of 1872.....	200,000	7	" " "	" " "	1892	....	Elmira and Williamsport (N. Cen.):						
Danv., Hazlet & Wilkesbarre:							1st Mortgage guaranteed.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	111
1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	40	Income Mortgage guaranteed ..	570,000	5	April & Oct.	" "	1882	81
2d Mortgage.....	300,000	7	" " "	" " "	1885	....	Erie Railway:						
Danv., Urb., Bloom'gton & Pekin:							1st Mortgage, extended.....	2,483,000	7	May & Nov.	New York.	1897	119 1/2
Davenport and St. Paul:							2d Mortgage.....	2,174,000	7	March & Sept.	" "	1879	104
1st Mort. gold skg fd \$20,000 p.m.	3,000,000	7 1/2	April & Oct.	New York.	1911	....	3d Mortgage.....	4,852,000	7	" " "	" "	1883	109
Dayton and Michigan (C.H. & D.):							4th Mortgage convertible.....	2,937,000	7	April & Oct.	" "	1880	104 1/2
1st Mortgage sinking fund guar.	1,846,000	7	Jan. & July.	New York.	1881	....	5th Mortgage convertible.....	709,500	7	June and Dec.	" "	1888	111 1/2
2d Mortgage, guar.....	426,000	7	March & Sept.	" " "	1884	....	Buffalo Branch, 1st mortgage....	182,500	7	Jan. & July.	" "	1891	....
3d Mortgage, guar.....	351,000	7	April & Oct.	" " "	1888	....	Long Jock Mortgage.....	3,000,000	7	June and Dec.	" "	1893	114 1/2
Toledo Depot bonds guar.....	105,500	7	March & Sept.	" " "	1880-84	....	1st Consol Mortgage gold.....	16,538,714	7 1/2	March & Sept.	NY & London.	1920	112 1/2
Dayton and Union:							1st Consol Mort. Coup. Bonds.	3,718,100	7 1/2	" " "	" "	1920	10 1/2
1st Mortgage, registered.....	140,000	7	March & Sept.	New York.	1879	....	Erie and Pittsburg (Penn.):						
2d Mortgage.....	135,000	7	June & Dec.	" " "	1879	....	1st Mortgage.....	292,200	7	Jan. & July.	New York.	1882	....
Income Bonds.....	252,445	6	" " "	" " "	1879	....	2d Mortgage.....	92,300	7	April & Oct.	" "	1890	....
Dayton and Western (L. M. R.R.):							Consolidated Mortgage.....	2,192,000	7	Jan. & July.	" "	1898	100
1st Mortgage (assumed).....	142,000	7	March & Sept.	New York.	1881	....	Equipment Mortgage.....	750,000	7	April & Oct.	" "	1890	....
1st Mortgage (")	495,000	6 1/2	Jan. & July.	" " "	1905	....	European & N. American (Me.):						
Decatur, Sullivan and Mattoon:							Bangor City Bonds (1st m. 55 m.)	1,000,000	6	Jan. & July.	Boston.	1894	....
1st Mortgage.....	500,000	8	March & Sept.	New York.	1901	....	1st L.M. (& 1st on 59, & 2d on 55m)	2,000,000	6 1/2	March & Sept.	New York.	1899	

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Florida							Huntingdon and Broad Top Mt.:						
1st Mortgage conv. gold.....	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1889	....	1st Mortgage gold.....	416,000	7*	April & Oct.	Philadelphia.	1890	116
Flushing, North Shore and Cent.:							2d Mortgage.....	267,500	7*	Feb. & Aug.	"	1895	104
1st Mort. (Flushing and N. Side.)	800,000	7	May & Nov.	New York.	1889	....	Consolidated Mortgage.....	1,383,000	7	April & Oct.	"	1895	60
2d Mort. (")	400,000	7	"	"	1900	....	Illinois Central:						
1st Mort. (Central of L. I.).....	1,000,000	7	Mar. & Sept.	"	1902	....	Redemption bonds, currency....	2,500,000	6	April & Oct.	New York.	1890	...
1st Mort. (Cent. R. R. Exten.)...	200,000	7	May and Nov.	"	1903	....	Sterling Bonds, £200,000.....	2,500,000	6*	"	London.	1895	...
1st Mort. (North Shore).....	146,000	7	Feb. & Aug.	"	1885	....	Sterling Bonds, Sinking Fund..	4,398,000	5*	"	"	1903	...
1st Mort. (Whitestone & W.)...	93,000	7	Jan. & July.	"	1893	....	Sterling Bonds, £200,000.....	1,000,000	5*	June & Dec.	"	1905	...
1st Mort. (N. Y. & Flushing)...	25,000	7	Mar. & Sept.	"	1890	....	Illinois Grand Trunk (C. B. & Q.):						
Fonda, Johnstone & Gloversville:							1st Mortgage, guaranteed.....	900,500	8	April & Oct.	Boston.	1890	111
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1890	....	Indiana and Illinois Central:						
Fort Wayne, Jackson & Saginaw:							1st Mortgage gold.....	3,500,000	7*	Jan. & July.	New York.	1901	...
1st Mortgage, traffic guarantee...	1,500,000	8	Jan. & July.	New York.	1889	42	Indiana North and South:						
2d Mortgage (Equipment).....	500,000	8	April & Oct.	"	1881	....	1st Mort. (Nor. Div.) \$22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1903	...
Fort Wayne, Muncie & Cin.:							Indianapolis, Blooming. & West:						
1st Mortgage.....	1,800,000	7*	April & Oct.	Boston.	1899	....	1st Mortgage gold.....	5,000,000	7*	April & Oct.	New York.	1909	34
2d Mortgage.....	500,000	8	"	"	1896	....	1st Mortgage Extension gold...	5,500,000	7*	Jan. & July.	"	1912	...
Framingham and Lowell:							2d Mortgage.....	1,500,000	8	"	"	1890	...
1st Mortgage.....	500,000	7	April & Oct.	Boston.	1890	92	Indianapolis and Madison:						
2d Mortgage.....	100,000	8	"	"	1883	89	1st Mort. assumed by J. M. & I.	297,000	7	May & Nov.	New York.	1881	...
Frederick and Pennsylvania Line:							Indianapolis & Vincennes:						
1st Mortgage gold.....	150,000	6*	April & Oct.	Baltimore.	1901	....	1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	...
Fremont, Elkhorn & Mo. (S.C. & P.):							2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	"	1900	...
1st Mortgage.....	690,000	7	April & Oct.	"	1901	31	International and Gr. Northern:						
Galena & Chic. Union (C. & N. W.):							1st Mortgage a. l. (Intern. R. R.)	3,040,000	7*	April & Oct.	New York.	1911	61
1st Mortgage.....	1,092,000	7	Feb. & Aug.	New York.	1882	106	Convertible B'ds (")	1,475,000	8	Feb. & Aug.	"	1892	...
Galv., Harrisburg & San Antonio:							1st Mortgage (Hous. & Gt. N. R.R.)	4,211,000	7*	Jan. & July.	"	1900	82
1st Mortgage.....	1,700,000	6*	Feb. & Aug.	Lond. or Bost.	1910	....	Convert. B'ds (")	1,677,000	8	Feb. & Aug.	"	1892	22
Galveston, Houston & Henderson:							Indianapolis, Cin. and Lafayette:						
1st Mortgage.....	1,498,000	7*	Jan. & July.	New York.	1890	88	1st Mortgage of 1867.....	2,800,000	7	Feb. & Aug.	New York.	1897	...
Geneva, Ithaca and Athens:							1st Mortgage of 1869.....	2,000,000	7	June & Dec.	"	1899	25
1st Mortgage, skg. fd., guar.....	600,000	7*	Jan. and July.	New York.	1890	....	Funded Interest Bonds, coupon.	469,100	7	March & Sept.	"	1883	86
Georgia (and Banking):							Equipment Bonds, registered...	375,000	10	"	"	1883	...
Company bonds (debentures)...	630,000	7	Jan. & July.	Augusta	1875-1900	....	1st Mort. (Ind. & Cin.) 1858.	1,600,000	7	April & Oct.	"	1892	...
Ullman, Clinton & Springfield:							1st Mort. (Cin. & Indiana).....	499,000	7	June & Dec.	"	1892	...
1st Mortgage gold.....	2,000,000	7*	March & Sept.	N. Y. & Lond.	1900	....	2d Mort. (") guar.	1,497,000	7	Jan. & July.	"	1897-82	...
2d Mortgage gold.....	1,000,000	8*	Jan. & July.	"	1892	....	Indianapolis and St. Louis:						
Goshen and Deckertown (Erie):							1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1919	63
1st Mortgage.....	246,500	7	Jan. & July.	New York.	1888	....	1st Mortgage.....	2,000,000	7	March & Sept.	"	1919	...
Grand Rapids & Indiana:							1st Mortgage.....	1,000,000	7	April & Oct.	"	1900	...
1st Mortgage L. G. guar. gold...	4,000,000	7*	Jan. & July.	New York.	1899	104	2d Mortgage.....	375,000	10	Jan. & July.	"	1881	...
1st Mort. L. G. not guar. gold...	3,224,000	7*	April & Oct.	"	1899	85	Equipment Mortgage:						
Grand River Valley (Mich. C.):							1st Mortgage.....	770,000	8	Jan. & July.	New York.	1890	110
1st Mort., assumed by Lessees...	1,000,000	8	Jan. & July.	New York.	1886	105	2d Mortgage.....	81,000	8	May & Nov.	"	1886	...
2d Mortgage, guar. by Lessees...	500,000	8	March & Sept.	"	1879	100	Iowa Falls and Sioux City:						
Grand Trunk (Can.):							1st Mortgage.....	2,980,000	7	April & Oct.	New York.	1917	104
Equipment Bonds £500,000.....	2,500,000	6*	April & Oct.	London.	1877	....	Iowa Midland (C. & N. W.):						
Equipment Bonds No. 2 £500,000	2,500,000	6*	Jan. & July.	"	1920	....	1st Mort., \$18,000 p.m., guar.....	1,350,000	8	April & Oct.	New York.	1900	113
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	....	Ironton (Penn.):						
1st Preference Bonds £3,218,149	16,090,745	5*	Jan. & July.	"	Irred.	....	1st Mortgage.....	100,000	7	May & Nov.	Philadelphia.	1876	...
2d Preference Bonds £2,327,508	11,639,040	4*	"	"	"	....	Ithaca and Athens (Penn.):						
3d Preference Bonds £1,168,910	5,819,550	4*	"	"	"	....	1st Mortgage gold, skg fund....	600,000	7*	Jan. & July.	New York.	1890	107
Provincial Debenture's £3,111,500	15,557,500	....	"	"	"	....	Jackson, Lansing & Saginaw (MO):						
Great Western of Canada:							1st Mortgage.....	1,277,000	8	Jan. & July.	New York.	1885	...
Mortgage Bonds £127,000.....	635,000	6	Jan. & July.	London.	1876	....	1st Mort. (Northern Ext.) guar.	687,000	8	May & Nov.	"	1890	...
Mortgage Bonds £547,000.....	2,735,000	6	April & Oct.	"	1877-78	....	Consolidated Mortgage (236 m.)	2,601,000	8	March & Sept.	"	1891	...
New Bonds £1,000,000.....	5,000,000	6	June & Dec.	"	1890	....	Jacksonville, North West & S. East:						
Debenture Bonds £1,745,160	8,715,900	6	Jan. & July.	"	Perp.	....	1st Mortgage.....	610,000	7*	Jan. & July.	New York.	1902	...
Great Western Railway of 1869:							Jacksonville, Pensac. and Mobile:						
1st Mort., ass'd by T. W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	111	1st Mortgage.....	472,000	7	Jan. & July.	New York.	1880	...
2d Mort., " " " " " "	2,500,000	7	May & Nov.	"	1893	88	2d Mortgage.....	3,000,000	8	"	"	1899	...
Green Bay and Minnesota:							Jameson & Frank (L.S. & M. So.):						
1st Mortgage.....	3,200,000	7*	Feb. & Aug.	"	1900	....	1st Mortgage guaranteed.....	433,000	7	Jan. & July.	New York.	1897	...
Greenville and Columbia:							2d Mortgage guaranteed.....	500,000	7	June & Dec.	"	1894	...
1st Mortgage guar. by S. Car....	1,425,546	7	Jan. & July.	Columbia.	1871-86	....	Jefferson (Erie):						
1st Mortgage not guaranteed...	376,766	7	"	"	1871-86	....	1st Mort. (Hawley Section).....	204,000	7	Jan. & July.	New York.	1887	100
Greenwich and Johnsonville:							2d Mort. (")	84,000	7	"	"	1889	...
1st Mortgage.....	185,000	7	May & Nov.	New York.	1889	....	1st Mort. (Carbondale Section)...	2,000,000	7	"	"	1889	...
Gulf, Western Texas and Pacific:							Jeffersonville, Madison & Indian:						
1st Mortgage (Construction)...	1,386,000	7*	Jan. & July.	"	1902	....	1st Mortgage consol.....	2,474,000	7	April & Oct.	New York.	1906	...
Hannibal and Naples (T.W. & W.):							2d Mortgage consol.....	2,000,000	7	Jan. & July.	"	1910	...
1st Mortgage.....	675,000	7	May & Nov.	New York.	1898	33	1st Mortgage (Ind. & Mad.) guar.	397,000	7	May & Nov.	"	1881	...
2d Mortgage.....	225,000	7	Jan. & July.	"	1890	....	Jersey City and Albany:						
Hannibal & Cent. Mo. (T.W. & W.):							1st Mortgage.....	250,000	7*	Jan. & July.	New York.	1913	...
1st Mortgage, tax free.....	1,000,000	7	May & Nov.	New York.	1890	106	1st Mortgage (Ridgefield Park).	300,000	7	May & Nov.	"	1912	...
2d Mortgage.....	250,000	7	"	"	1892	76	Joliet and Chicago (C. & Alton):						
Hannibal and St. Joseph:							1st Mortgage skg fund guar....	336,000	8	Jan. & July.	New York.	1882	106
Missouri State Loan.....	1,500,000	6	Jan. & July.	New York.	1877-94	105	Junction, Philadelphia:						
Missouri State Loan.....	1,500,000	6	"	"	1877-88	....	1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	106
Fifteen years' bonds (277 m.)...	4,000,000	8	March & Sept.	"	1885	104	2d Mortgage not guaranteed.....	300,000	6	April & Oct.	"	1900	103
1st Mort. (Q. & Palm R.R. 15 m.)	500,000	8	Feb. & Aug.	"	1892	....	Junction and Breakwater:						
1st Mort. (K. City & Cam. R.R. 55 m.)	1,200,000	10	Jan. & July.	"	1886	112	1st Mort. guar. by Delaware....	352,000	6	Jan. & July.	New York.	1890	...
General Land Mortgage (277 m.)	.....	7	April & Oct.	"	1888	....	Kalamazoo, Allegan & Gr. Rapids:						
Harlem Extension:							1st Mort. assumed by L.S. & M. So.	840,000	8	Jan. & July.	New York.	1888	95
1st Mortgage.....	4,000,000	7	Jan. &										

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AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Minneapolis & St. L. (B., O.R. & N.Y.)	\$ 150,000	7*	Jan. & July.	New York.	1911	93 1/2	N.O., Jack. & Gt. N. (N.O. St. L. & C.)	\$ 3,000,000	8	Jan. & July.	New York.	1886	....
1st Mortgage gold, guaranteed..	150,000	7*	Jan. & July.	New York.	1911	93 1/2	1st Mortgage.....	1,500,000	8	April & Oct.	" "	1890	....
Minnesota and North Western:							New Orleans, Mobile and Texas:						
1st Mort. gold, skg fd & tax free	20,000 pm	7*	Jan. & July.	Detroit.	1890	....	1st Mort. (Mobile to N. Orleans)	4,000,000	7*	Jan. & July.	N. Y. & Lond.	1915	....
Mississippi Cent. (N.O. St. L. & Chi.)							1st Mort. (N. Orleans to Texas)	7,250,000	8	" "	New York.	1915	....
1st Mortgage.....	1,012,500	7	May & Nov.	New York.	'74-'84	....	2d Mort. endorsed by Louisiana.	2,825,000	8	" "	" "	1915	....
2d Mortgage.....	2,000,000	8	Feb. & Aug.	" "	1886	....	New York, Boston and Montreal:						
General Mort. for \$3,000,000 gold	3,708,500	7*	May & Nov.	" "	1912	....	1st Mortgage for \$12,250,000.....	6,250,000	7*	Feb. & Aug.	N.Y. or Lond.	1889	....
Mississippi, Ouachita & Red Riv.							New York & Canada (D. & H. C.):						
1st Mortgage gold.....	2,040,000	7*	Jan. & July.	.....	1900	....	1st Mort. for \$200,000, guar.....	4,000,000	6*	May & Nov.	London.	1904	....
Mississippi and Tennessee:							New York Central & Hudson R.						
1st Mortgage, Series A.....	1,000,000	8	April & Oct.	Memphis.	1902	....	Debt Certificates (N. Y. Cent.)	6,632,900	6	May & Nov.	New York.	1883	104 1/2
2d Mortgage, Series B.....	1,100,000	8	Jan. & July.	" "	1902	....	Bonds for B. & N. F. stk (")	74,500	6	May & Nov.	" "	1883	....
Mississippi Valley and Western:							Bonds for R. R. Stocks (")	592,000	6	" "	" "	1883	104
1st Mortgage \$20,000 p. m.....	800,000	7	Feb. & Aug.	New York.	1902	....	Bonds for Real Estate (")	162,000	6	" "	" "	1883	105
Missouri, Iowa and Nebraska:							Bonds of 1884 renewed (")	2,391,300	6	June & Dec.	" "	1887	109
1st Mortgage gold, sinking fund.	2,000,000	7*	June & Dec.	.....	1910	....	2d Mort. (Hudson River) S. F.	1,794,000	7	" "	" "	1885	110
Missouri, Kansas and Texas:							Bonds of 1871, tax free.....	1,950,000	7	April & Oct.	" "	1891	....
1st Mort. (U. Pac. S. Br.) skg fund	2,636,000	6*	Jan. & July.	New York.	1899	....	1st Mort., coup. } for \$30,000,000	18,465,000	7	Jan. & July.	" "	1903	125 1/2
1st Mort. (Teb. & Neesho) S. F.	349,000	7*	June & Dec.	" "	1903	....	1st Mort., reg'd }	9,733,333	6*	" "	London.	1903	....
Consol. Land Grant, skg fd gold	10,418,000	7*	Feb. & Aug.	" "	1904	70	New York and Harlem:						
First Additional Consol. Mort.	2,500,000	7	" "	" "	1905	....	Sinking Fund Mortgage of 1881.	107,704	7	Jan. & July.	New York.	1881	....
Second Add. Consol. Mort.....	1,182,000	7	" "	" "	1906	31 1/2	Consol. Mort. of 1872, coupon.	10,500,000	7	May & Nov.	" "	1900	124 1/2
Third Additional Consol. Mort.	600,000	7	" "	" "	1906	....	Consol. Mort. of 1872, reg.....				" "	1900	124
Missouri River, Ft. Scott & Gulf:							New York Elevated:						
1st Mortgage, Land Grant, S. F.	5,000,000	10	Jan. & July.	New York.	1889	85	1st Mortgage.....	8,500,000	7	Jan. & July.	New York.	1906	110 1/2
2d Mortgage.....	2,000,000	10	April & Oct.	N. Y. & Bost.	1890	....	N. York, Housatonic & Northern:						
Mobile and Girard.							1st Mortgage.....	1,500,000	7*	April & Oct.	New York.	1902	....
1st Mortgage.....	377,500	7	Jan. & July.	Savannah.	1876	....	New York, Kingston & Syracuse:						
2d Mort. end. by Cent. R. R. of Ga.	300,000	8	" "	New York.	1889	....	1st Mort. for \$4,000,000.....	2,500,000	7*	Jan. & July.	New York.	1902	....
Plain bonds.....	33,500	8	" "	Savannah.	1887	....	New York, N. Haven & Hartford:						
Mobile and Montgomery:							1st Mort. (Harlem & Portchester)	2,000,000	7	.....	New York.	1903	....
1st Mort. endor. by State of Ala.	2,434,000	8*	May & Nov.	New York.	1900	....	New York and New England:						
2d Mortgage.....	800,000	8	" "	" "	1900	....	1st mortgage, old.....	.....	7	March & Sept.	Boston.	1884	....
Mobile and Ohio:							1st mortgage, new.....	400,000	7	Jan. & July.	" "	1905	105
1st Mortgage Sterling.....	5,686,000	6*	May & Nov.	Mo. & Lond.	1883	....	New York and Oswego Midland:						
Interest bonds.....	1,524,300	8	" "	Mobile.	'76-'83	....	1st Mortgage gold, tax free.....	8,000,000	7*	Jan. & July.	New York.	1894	....
Sterling Interest bonds.....	769,920	6*	" "	London.	1883	....	2d Mortgage convertible.....	2,500,000	7	May & Nov.	" "	1895	....
Tennessee Substitution Bonds.	1,688,000	7*	Jan. & July.	N.Y. & Lond.	1901	....	2d Mortgage non-convertible.....	1,500,000	7	" "	" "	1896	....
Special Mort. (Gainesville Br'h)	53,000	8	May & Nov.	Mobile.	.....	....	3d Mort., Equipment.....	3,800,000	7	.....	" "	....	....
2d Mortgage.....	1,453,858	8	March.	" "	1877	....	1st Mort. (West. Extension)...	2,425,000	7	.....	" "	....	....
Consol. Mort. for \$15,000,000.....	.....	7*	Jan. & July.	N.Y. & Lond.	1904	....	Consolidated Mortgage.....	1,200,000	7	.....	" "	....	....
Convertible 5 per cent. bonds.....	977,550	8	M. J. S. & D.	New York.	....	....	New York, Providence & Boston:						
Montclair (N. Y. and O. Mid.)							Extension Bonds.....	50,000	6	May & Nov.	New York.	'78-'81	....
1st Mortgage gold, guar.....	1,800,000	7*	March & Sept.	New York.	....	....	General Mort. for \$1,000,000.....	1,000,000	7	Jan. & July.	" "	1899	118 1/2
2d Mortgage.....	780,000	7	" "	" "	....	....	Norfolk & Petersburg (A.M. & O.):						
Income Mortgage.....	888,400	7	" "	" "	....	....	1st Mortgage.....	306,000	8	Jan. & July.	New York.	1877	....
Montgomery and Erie (Erie):							1st Mortgage.....	157,000	8	" "	" "	1877	....
1st Mortgage.....	127,000	7	May & Nov.	New York.	1888	....	2d Mortgage.....	454,000	7	" "	Norfolk.	1893	103
2d ".....	47,000	7	April & Oct.	" "	1887	....	North Carolina:						
Montgomery and Bufala:							1st Mortgage.....	210,000	8	May & Nov.	Co's Shops, N.C.	1888	....
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept.	New York.	1886	....	North Eastern (S. Car.):						
1st Mortgage not endorsed.....	330,000	8	June and Dec.	" "	1900	....	1st Mortgage.....	820,000	8	March & Sept.	Charleston.	1899	....
Monticello and Port Jervis:							2d Mortgage.....	282,500	8	" "	" "	1899	....
1st Mortgage gold, tax free.....	500,000	7*	J. A. J. & O.	New York.	1890	....	North Missouri (St. L., K. C. & N.):						
Morris and Essex (D. L. & W.):							1st Mortgage.....	3,000,000	7	Jan. & July.	New York.	1895	113 1/2
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	124	North Pennsylvania:						
2d Mortgage guar.....	8,000,000	7	Feb. & Aug.	" "	1891	114	1st Mortgage.....	1,930,500	6	Jan. & July.	Philadelphia.	1885	108
Convertible bonds.....	384,000	7	Jan. & July.	" "	1900	91	2d Mortgage.....	1,500,000	7	May & Nov.	" "	1896	119
Construction bonds.....	878,000	7	Feb. and Aug.	" "	1889	88 1/2	General Mortgage.....	2,035,000	7	Jan. & July.	" "	1903	114 1/2
Gen'l M. (lat on Bonton Br.) gr.	4,991,000	7	April & Oct.	" "	1901	110	North Shore (Flush., N.S. & Cent):						
Special Mortgage.....	1,025,000	7	" "	" "	....	....	1st Mortgage.....	135,000	7	Feb. & Aug.	New York.	1887	....
Consol. mort. for \$25,000,000 guar	5,259,000	7	June & Dec.	" "	1915	99 1/2	Northern Central:						
Nashville, Chattanooga & St. Louis:							1st Mortgage, Md. State loan...	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
1st Mort., endorsed by Tenn....	1,100,000	6	Jan. & July.	New York.	'74-'83	....	2d Mortgage S. F. Coupon.....	1,490,000	6	Jan. & July.	Baltimore.	1885	110
2d Mort. (Held by U. S. Gov.)...	1,000,000	4	" "	" "	'81-'91	....	3d Mortgage Coupon.....	1,126,000	6	April & Oct.	Phila. & Balt.	1900	110
New Mortgage.....	4,700,000	7	" "	" "	1913	105 1/2	Mortgage coupon.....	2,599,000	6*	Jan. & July.	Baltimore.	1900	103
Nashville and Decatur (L. & Nash.):							Mortgage registered.....	205,000	6*	April & Oct.	" "	1900	....
1st Mortgage sinking fund, guar.	1,900,000	7	Jan. & July.	New York.	1900	104 1/2	Consol. Gen. Mort. S. F. Coup.	2,338,000	6*	Jan. & July.	Lond. & Balt.	1904	....
2d Mortgage gold.....	206,000	8*	April & Oct.	Nashville.	1887	....	Consol. General Mort. Coupon.	1,638,000	6*	" "	" "	1894	....
Nashua and Lowell.							Second General Mort. coupon.	3,000,000	5	" "	Baltimore.	1926	66
Bonds for freight depot.....	200,000	6*	Feb. & Aug.	Boston.	1892	103 1/2	1,000,000	6	" "	" "	1923	....
Newark & New York (C. of N.J.):							Northern New Jersey (Erie):						
1st Mortgage guar.....	800,000	7	Jan. & July.	New York.	1891	....	1st Mortgage skg fd guar.....	400,000	7	Jan. & July.	Jersey O	1878	....
Newark, Somerset & Strataville:							Northern Pacific:						
1st Mortgage gold.....	800,000	7*	May & Nov.	New York.	1889	98	1st Mort. on R.R. & lands gold..	4,000,000	7.5*	Jan. & July.	New York.	1900	60 1/2
New Bedford:							Northwestern Virginia:						
1st Mort. (New Bed. & Taunton)	171,500	6	Jan. & July.	Boston.	1881	98 1/2	3d Mort., assumed by B. and O	140,000	6	Jan. & July.	Baltimore.	1885	105
New Issue for \$360,000.....	400,000	7	" "	" "	1894	105	Northwestern Union (C. & N.W.):						
New Haven and Derby:							1st Mortgage.....	3,500,000	*	March & Sept.	New York.	1917	....
1st Mortgage.....	525,000	7	Various.	New Haven.	'98-'00	....	Norwich & Worcester (B.H. & E.):						
New H. Middle'n & Willman:							1st Mort. Mass. Loan, skg. fd.	400,000	*	Jan. & July.	Boston.	1877	....
1st Mortgage (coup. & reg.)...	3,000,000	7	May & Nov.	New York.	1889	....	Construction Bonds.....	400,000	*	March & Sept.	" "	1897	....
2d Mortgage.....	2,000,000	7	" "	" "	1881	....	Nyack and Northern:						
New Haven and Northampton:							1st Mortgage.....	150,000	7	Jan. & July.	New York.	1890	....
1st Mortgage.....	1,000,000	7	Jan. & July.	N. Y. & N. H.	1899	....	Ogdensburg and Lake Champlain:						
Convertible bonds, tax free.....	750,000	6	April & Oct.	" "	'80-'82	....	Equipment Mortgage.....	3					

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Oil Creek (Pittab., T. & Buffalo):	\$						Philadelphia, Wilmington & Balt:	\$					
1st Mortgage.....	590,000	7	April & Oct.	Philadelphia.	1898	83	Mortgage Loan, convertible....	262,000	6	Jan. & July.	Phila. & Bost.	1884	108 1/2
Omaha and Northwestern:							Loan of 1887.....	1,000,000	6	April & Oct.	" "	1887	108 1/2
1st Mort. Land Grant, Gold.....	16,000 pm	7 1/2	Jan. & July.	New York.	1901	....	Loan of 1873.....	700,000	6	" "	" "	1892	106 1/2
Omaha and Republican Valley:							Loan of 1875.....	800,000	6	" "	" "	1900	107 1/2
1st Mortgage.....		6	F. M. A. & N.	.....	1895	....	Pickering Valley (Phila. & Rdg):						
Omaha and Southwestern:							1st Mortgage, guaranteed.....	331,300	7	April & Oct.	Philadelphia.	1900	88
1st Mortgage \$20,000 p. m.....	1,034,000	8	June & Dec.	Boston.	1898	119 1/2	Pittsburg, Cin. & St. Louis (Pa.):						
Oregon and California:							1st Mort. (Ool. & Newark Div.)....	775,000	7	Jan. & July.	Philadelphia.	1890	104
1st Mortgage gold.....	10,960,000	7*	April & Oct.	New York.	...	....	1st Mort. (Steub. & Ind.) conv....	3,000,000	6	Monthly.	New York.	1884	110
Osage Valley & Southern Kansas:							Consol. Mortgage for \$10,000,000.	6,222,000	7	Feb. & Aug.	Philadelphia.	1890	110
1st Mortgage (5-20 years).....	200,000	10	Jan. & July.	New York.	1888	....	Consolidated 2d Mortgage.....	2,500,000	7	April & Oct.	" "	1913	...
Oshkosh & Miss. (C. M. & S. P.):							Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage.....	240,000	8	Jan. & July.	New York.	1891	....	1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	124
Oswego and Rome (R. W. & O.):							1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage.....	500,000	7	May & Nov.	New York.	1916	....	1st Mortgage (Series C).....	875,000	7	March & Sept.	" "	1912	....
Income Mortgage.....	112,100	6	Feb. & Aug.	" "	1891	....	1st Mortgage (Series D).....	875,000	7	April & Oct.	" "	1912	....
Oswego and Syracuse (D. L. & W.):							1st Mortgage (Series E).....	875,000	7	May & Nov.	" "	1912	....
1st Mortgage, guaranteed.....	201,000	7	May & Nov.	New York.	1885	....	1st Mortgage (Series F).....	875,000	7	June & Dec.	" "	1912	....
Ottawa, Oswego & Fox River:							2d Mortgage (Series G).....	800,000	7	Jan. & July.	" "	1912	120 1/2
1st Mortgage guar. by C. B. & Q.	1,079,000	8	Jan. & July.	N. Y. & Bost.	1900	112 1/2	2d Mortgage (Series H).....	800,000	7	Feb. & Aug.	" "	1912	....
Owensboro' and Russellville:							2d Mortgage (Series I).....	800,000	7	March & Sept.	" "	1912	....
1st Mortgage for \$1,500,000....	1,500,000	8	Feb. & Aug.	New York.	1892	....	2d Mortgage (Series J).....	800,000	7	April & Oct.	" "	1912	....
Pacific of Missouri:							2d Mortgage (Series K).....	800,000	7	May & Nov.	" "	1912	....
1st Mortgage gold.....	7,000,000	6*	Feb. & Aug.	New York.	1888	108	2d Mortgage (Series L).....	800,000	7	June & Dec.	" "	1912	....
2d Mortgage sinking fund.....	2,650,000	7	Jan. & July.	" "	1891	107 1/2	2d Mortgage (Series M).....	800,000	7	Jan. & July.	" "	1912	115
3d Mortgage.....	4,000,000	7	May & Nov.	" "	....	....	Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	New York.	1887	....
St. Louis County Debt.....	700,800	7	Monthly.	St. Louis.	1885	....	Equipment bonds.....	1,000,000	8	March & Sept.	" "	1884	....
Real Estate Bonds.....	800,000	8	May & Nov.	New York.	1892	....	Pittsburg, Va. and Charleston:						
1st Mort. (Carondelet Branch)....	500,000	6*	April & Oct.	" "	1893	70	1st Mortgage.....	700,000	7	April & Oct.	New York.	1902	....
Paducah and Memphis:							Pittsburg, Wash'ton & Baltimore:						
1st Mortgage gold for \$2,305,000.	1,541,000	7*	Feb. & Aug.	New York.	1902	....	1st Mort. (Pittab. & Conn'sville)...	4,000,000	7	Jan. & July.	Baltimore.	1898	107 1/2
Panama:							2d Mort. do. (Balt. Loan).....	6,000,000	6	May & Nov.	" "	1902	....
General Mortgage, stg £797,300.	3,877,303	7*	April & Oct.	London.	1897	....	1st Mort. (Turtle Cr. Div. 10 1/2 m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Paris and Decatur:							Real Estate Mortgage.....	100,000	6	.....	Baltimore.	1883	....
1st Mortgage gold, S. F.....	1,200,000	7*	Jan. & July.	N. Y. & Lond.	1892	....	Plymouth, Kankakee & Pacific:						
Paterson and Newark (Erie):							1st Mortgage for \$3,000,000.....	20,000 pm	7*	Jan. & July.	New York.	1901	....
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1878	....	Port Huron and Lake Michigan:						
Pekin, Line, & Decatur (T. W. & W.):							1st Mortgage gold, for \$1,800,000	1,800,000	7*	May & Nov.	New York.	1899	....
1st Mortgage, guaranteed.....	1,076,000	7	Feb. & Aug.	New York.	1900	60	Portland & Ogden (M. & N. H.):						
Pemberton & Hights (U. O. of N.J.):							1st Mort. (Maine Section) gold....	800,000	6*	Jan. & July.	Boston.	1900	....
1st Mortgage guaranteed.....	160,000	7	Jan. & July.	Philadelphia.	1889	105	Consol. Mort. gold, for \$3,300,000	149,000	6*	May & Nov.	" "	1901	15
Peninsular (Mich.) Railway:							Portland and Ogdenburg (Vt.):						
1st Mortgage gold (S. F.) 1st series	1,800,000	7*	May & Nov.	N. Y. or Lond.	1899	..	1st Mortgage gold, for \$2,300,000	1,200,000	6*	May & Nov.	N. Y. & Bost.	1891	46
1st Mortgage gold (S. F.) 2d series	2,000,000	7*	" "	" "	1900	..	Portland and Oxford Central:						
2d Mortgage.....	540,000	7	Feb. and Aug.	New York.	1881	....	1st Mortgage of 1893.....	250,000	6	Jan. & July.	Portland.	1883	....
Pennsylvania:							Portland and Rochester:						
1st Mort. (Harrisb'g to Pittsb'g)	4,970,000	6	Jan. & July.	Philadelphia.	1890	63	1st Mort. (Portland Loan) skg fd	700,000	6	Jan. & July.	Boston.	1887	....
General Mortgage.....	19,999,780	6	J. A. J. & O.	Philadelphia.	1910	114	1st Mortgage (equal lien).....	100,000	7	April & Oct.	" "	1887	....
General Mortgage, registered.....	29,145,000	6*	Jan. & July.	London.	1905	107	2d Mort. (Portland Loan).....	396,500	6	Mar. & Sept.	" "	1891	....
Consolidated Mortgage.....	4,237,823	5	April & Oct.	Philadelphia.	77-90	....	Port Royal (S. C.):						
State lien for \$7,500,000, skg fd							1st Mortgage gold, skg fd.....	2,000,000	7*	May & Nov.	N. Y. & Lond.	1899	....
Pennsylvania Coal:							1st Mort. gold, guar. by G. A. R. R.	500,000	7*	" "	" "	1899	....
1st Mortgage.....	487,500	7	Feb. and Aug.	New York.	1881	....	Portsmouth, Gt. Falls & Conway:						
Pennsylvania and Delaware:							1st Mort., guar. by Eastern R. R.	514,000	7	June and Dec.	Boston.	1898	75 1/2
1st Mortgage.....	1,083,000	7	Feb. & Aug.	Philadelphia.	1903	....	Poughkeepsie and Eastern:						
2d Mortgage.....	519,000	7	April & Oct.	" "	1903	....	1st Mort. gold, conv. & tax free..	644,500	7*	Jan. & July.	New York.	1910	....
Pennsylvania & New York (L. V.):							2d Mortgage.....	75,000	7	" "	" "	....	....
1st Mortgage guaranteed.....	1,500,000	7	June & Dec.	Philadelphia.	1896	120	Providence and Worcester:						
1st Mortgage guaranteed.....	1,500,000	7	" "	" "	1906	....	1st Mortgage.....	500,000	6	Jan. & July.	Providence.	1880	102 1/2
Peoria & Bureau Val (C. R. I. & P.):							Stoughton Branch bonds.....	1,000,000	6	" "	" "	....	....
1st Mortgage guaranteed.....	600,000	8	Jan. & July.	New York.	1877	....	Quincy, Alton and St. Louis:						
Peoria & Hannibal (C. B. & Q.):							1st Mortgage gold.....	1,000,000	7*	May & Nov.	Philadelphia.	1882	....
1st Mortgage, traffic guarantee..	277,000	8	Jan. & July.	Boston.	1878	100 1/2	Quincy and Palmyra:						
Peoria, Pekin and Jacksonville:							1st Mort. assumed by H. & St. Jo.	500,000	8	Feb. & Aug.	New York.	1892	....
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1894	....	Quincy and Toledo (T. W. & W.):						
2d Mort. conv., and tax free.....	1,000,000	7	April & Oct.	" "	1900	....	1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1890	93
Peoria and Rock Island:							Quincy & Warsaw (C. B. & Q.):						
1st Mort. gold, conv. & tax free..	1,500,000	7*	Feb. & Aug.	N. Y. & Lond.	1900	..	1st Mortgage, guaranteed.....	725,000	8	Jan. & July.	Boston.	1890	113 1/2
2d Mortgage.....	150,000	10	Jan. & July.	New York.	1900	....	Reading and Columbia (P. & R.):						
Perkloren (Phila. and Rdg):							1st Mort., Coupon, guaranteed..	650,000	7	March & Sept.	New York.	1892	95
1st Mortgage, guaranteed.....	619,000	6	April & Oct.	Philadelphia.	1897	76	2d Mort., Coupon, guaranteed..	350,000	7	June & Dec.	Columbia.	1894	....
Petersburg:							Rensselaer and Saratoga:						
1st Mortgage (Installments).....	341,500	8	Jan. & July.	New York.	79-98	84 1/2	2d Mortgage.....	300,000	7	Jan. & July.	Troy.	1890	....
2d Mortgage.....	500,000	8	" "	" "	1902	....	3d Mortgage.....	150,000	7	" "	" "	1887	....
Philadelphia and Atl. City:							1st Mort. (Saratoga & Whitehall)	400,000	7	March & Sept.	New York.	1886	....
Mortgage for \$500,000.....	350,000	7	Jan. & July.	Philadelphia.	1907	....	1st Mort. (Troy, Salem & Rutl.)	500,000	7	May and Nov.	" "	1890	....
Philadelphia and Baltimore Cent:							1st Mortgage (Glenn's Falls)....	125,000	7	Jan. & July.	" "	1894	....
1st Mortgage (Penn. Div. 3d m.)...	800,000	7	Jan. & July.	Philadelphia.	1879	....	Consol. Mort. for \$2,000,000....	1,785,500	7	May and Nov.	" "	1921	124
1st Mortgage (Md. Div. 9 m.)....	300,000	6	" "	" "	1891	..	New Gen'l Mort. for \$6,000,000.	1,092,000	6*	" "	" "	....	....
2d Mortgage (Pa. & Md. 46 m.)...	400,000	7	" "	" "	1900	..	Richmond and Danville:						
Philadelphia and Erie (Penn.):							Virginia State Loan, skg fund..	600,000	6	Jan. & July.	Richmond.	1890	....
1st Mort. (Sunbury & Erie 40m)	1,000,000	7	Apr. and Oct.	Philadelphia.	1897	....	Virginia State guar. bonds.....	157,300	6	" "	" "	1875	....
1st Mortgage.....	5,000,000	6	" "	" "	1881	105 1/2	1st Mort. (Piedmont Branch)....	500,000	8	" "	" "	1888	....
2d Mortgage.....	3,000,000	7	Jan. & July.	" "	1888	107 1/2	1st Mort. (Northwestern, N. C.)	500,000	6 1/2	April & Oct.	N. Y. or Rich.	....	....
General Mort. for \$20,000,000....	7,652,000	6*	" "	Phil. or Lond.	1920	Consolidated Mortgage.....	1,766,000	6	</			

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Saginaw Valley and St. Louis:	\$						South Carolina:	\$					
1st Mortgage.....	348,000	8	May & Nov.	Saginaw.	1892	....	1st Mortgage Sterling.....	1,482,687	5*	Jan. & July.	London.	'82-'88	....
Saint Croix and Penobscot:							1st Mortgage (L.) currency.....	1,051,500	7	" " "	New York.	'78-'88	....
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....	2d Mort. for \$3,000,000.....	1,208,500	7	April & Oct.	" "	1902	....
2d Mort. (").....	17,500	6	" " "	"	1879	....	Domestic (I) Bonds.....	1,054,500	7	April & Oct.	Charleston.	1891	....
Calais Loan (Lewey's Island).....	116,000	6	June & Dec.	"	1876	....	Domestic (K) Bonds.....	63,500	6	Jan. & July.	"	'80-'92	....
St. Joseph & Denver City:							South Georgia and Florida:						
1st Mort. (E. D.) gold tax free.....	1,500,000	8*	Feb. & Aug.	N. Y. & Lond.	1899	....	1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
1st M. (W. D.) land grant, g'd tax fr	5,500,000	8*	" " "	"	1900	....	2d Mort. " " "	200,000	7	" " "	"	1889	....
Joseph and St. Louis:							South Mountain Iron (Cumb. Val.):						
1st Mortgage.....	1,000,000	6	May & Nov.	New York	1893	....	1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
St. Louis, Alton and Terre Haute:							2d Mortgage for \$200,000.....	177,500	7	March & Sept.	"	1884	....
1st Mortgage skg f.d. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	....	South and North Alabama.						
2d Mortgage skg f.d. (Series B)	1,100,000	7	April & Oct.	"	1894	117 1/2	1st Mort. endor. by Ala. gold...	391,000	8*	Jan. & July.	New York.	1890	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	82	Sterling Mort., guar. by L. & N.	2,138,000	6*	May & Nov.	London.	....	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	....	South Pacific (St. Louis & San F.):						
2d Mortgage Income (Series E)	1,700,000	7	" " "	"	1884	51	1st Mortgage gold, assumed....	7,194,500	6*	Jan. & July.	New York.	1888	97 1/2
Equipment Mortgage.....	300,000	10	March & Sept.	"	1894	....	South Shore (Mass.):						
St. Louis, Iron Mt. and Southern:							1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	'80-'81	100
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	118	South Side, Va. (A., M. and O.):						
2d Mort. (").....	6,000,000	7*	May & Nov.	"	1897	94 1/2	1st preferred bonds.....	675,000	8	Jan. & July.	New York.	'84-'90	105
1st Mort. L.G. (Arkansas Br.)	2,500,000	7*	June & Dec.	"	1897	94	2d preferred bonds.....	621,000	6	" " "	"	'84-'90	....
1st Mort. (Calro, Ark. & Tex.)	1,500,000	7*	" " "	"	1897	93	3d preferred bonds.....	452,800	6	" " "	"	'84-'90	80
Consolidated Mortgage.....	1,500,000	7	" " "	"	1899	....	Southern Central (N.Y.):						
St. Louis, Jacksonville & Chicago:							1st Mortgage, skg fund conv....	1,500,000	7	Feb. & Aug.	New York.	1890	....
1st Mortgage.....	2,929,000	7	April & Oct.	New York.	1894	....	2d Mortgage.....	600,000	7*	March & Sept.	"	1882	108
2d Mortgage.....	648,000	7	Jan. & July.	"	1898	....	Southern Iowa and Cedar Rapids:						
St. Louis, Kansas City and North:							1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	113 1/2	Southern of L. L.:						
Real estate & 2d M. for \$3,000,000	993,000	7	March & Sept.	"	1895	105 1/2	1st Mortgage (South Side R. R.)	750,000	7	March & Sept.	New York.	1887	80
St. Louis, Lawrence and Denver:							2d Mort., Sinking Fund.....	1,500,000	7	May & Nov.	"	1900	17
1st Mort. guar. by Atl. and Pac.	1,020,000	6*	Jan. & July.	New York.	1901	....	Southern Minnesota:						
St. Louis and South Eastern:							1st Mortgage land grant tax free	3,340,000	8	Apr. & Oct.	New York.	'78-'88	....
1st Mort. gold skg fund conv....	2,207,000	7	May & Nov.	New York.	1894	....	2d Mortgage, land grant.....	1,252,000	7	Jan. & July.	"	1890	....
1st M. (Evans, D.) gold skg f.d. con	1,000,000	7	" " "	"	1896	....	Southern (Cal.) Pacific:						
1st Mort. (Evans, Hen. & Nash.)	1,000,000	7	Jan. & July.	"	1897	....	1st Mortgage gold for \$23,000,000.	11,000,000	6*	April & Oct.	New York.	....	95
Consol. Mort. Skg. Fund.....	2,000,000	7	Feb. & Aug.	"	1902	....	Southern Pennsylvania:						
St. Louis, Van. & T. H. (T.H. & L.):							1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1900	....
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....	2d Mortgage gold.....	88,000	7*	" " "	"	1889	....
2d Mortgage (A.) guaranteed.....	1,600,000	7	May & Nov.	"	1898	....	South Western (Cen. of Ga.):						
2d Mortgage (B.) convertible.....	1,000,000	7	" " "	"	1899	....	Plain Bonds, various conv....	391,000	7	various.	Macon.	'72-'86	....
St. Louis and San Francisco:							1st Mortgage (Muscoogee) conv..	300,000	7	"	"	'72-'76	....
2d Mortgage A for \$500,000.....	319,840	6*	May & Nov.	New York.	1906	73	Spartanburg and Union:						
2d Mort. B. & C for \$5,200,000.....	4,959,142	2*	" " "	"	1906	40	1st Mortgage, end. by S. Car....	350,000	7	Jan. & July.	Charleston.	1879	....
St. Paul and Pacific 1st Division:							1st Mortgage not endorsed.....	198,370	7	"	"	1879	....
1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	....	Springfield, Athol & Northeastern:						
1st M. (St. Paul to Watab) 80m.	366,000	7	Jan. & July.	"	1892	....	1st Mortgage.....	418,000	7	Jan. & July.	Boston.	'83-'91	....
2d Mort. (") & 1st land gr.	1,145,750	7	June & Dec.	"	1892	....	Springfield & Illinois S. Eastern:						
1st M. (Main L.) R.R. & Lands.	3,000,000	7*	May & Nov.	London.	....	....	1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York.	1899	....
2d M. (") R.R. & Lands.	8,500,000	7*	" " "	"	....	....	2d Mortgage gold, tax free.....	446,000	7*	April & Oct.	"	1900	....
General Mortgage for \$15,000,000	....	7*	" " "	"	....	....	Springfield and Northwestern:						
St. Paul, Stillwater & Taylor's F.:							1st Mortgage gold, skg fund....	500,000	7*	Feb. & Aug.	New York.	1901	....
1st Mortgage.....	450,000	8	Jan. & July.	New York.	1901	....	Staten Island:						
Balem (West Jersey):							1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	55
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	....	Stanstead, Shefford and Chamby:						
Balem and Lowell (B. & L.):							1st Mort., Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887	25
1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1878	80	Sullivan (Central Verm.):						
Band, Mansfield & Newark (B. & O.)							2d Mortgage.....	250,000	6	Feb. & Aug.	Boston.	1881	....
1st Mortgage guaranteed.....	2,301,000	7	Jan. & July.	New York.	1900	91	Sullivan and Erie:						
Baratoga & Whitehall (R. & S.):							1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	....
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....	Summit Branch:						
Savannah, Albany & Gulf (A. & G.):							1st Mortgage.....	800,000	7	Jan. & July.	N.Y., Bost. Ph.	1904	95
Sectional Mort.....	310,000	7	Jan. & July.	New York.	Var.	....	Sunbury and Lewiston:						
Savannah and Charleston:							1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	....
1st Mortgage (Sav. & Char.).....	500,000	7	Jan. & July.	New York.	1889	....	Income Mort. gold.....	200,000	6*	" " "	"	1891	....
State guaranteed (G. & S.) bonds.	505,000	6	March & Sept.	Charleston.	1877	....	Suspens. Bridge & Erie Junc. (E.):						
Funded Interest bonds, guar....	111,800	7	" " "	New York.	1889	....	1st Mortgage.....	1,000,000	7	" " "	New York.	....	....
Savannah, Griffin & North Ala.:							Syracuse, Bing. & N.Y. (D.L. & W.):						
1st Mortgage for \$500,000 guar....	162,000	7	Jan. & July.	Macon.	1891	....	1st Consol. Mortgage.....	1,750,000	7	April & Oct.	New York.	1906	....
Savannah and Memphis:							2d Mortgage (now 1st).....	270,000	7	June & Dec.	"	1887	107 1/2
1st Mort. gold, endor. by State.	16,000pm	8*	May and Nov.	New York.	1890	....	Syracuse and Chenango Valley:						
Schenectady & Susq. (D. & H. Can.)							1st Mort. gold, for \$500,000.....	500,000	7*	Feb. and Aug.	New York.	1891	....
1st Mortgage gold, tax free.....	400,000	7*	Jan. & July.	New York.	1900	....	Tebos and Neosho (M. K. & T.):						
Schodack & Three R. (L.S. & M.S.):							1st Mortgage gold, skg fund....	1,163,000	7*	June & Dec.	New York.	1903	....
1st Mortgage.....	100,000	8	Jan. & July.	New York.	1887	....	Terre Haute & Indianapolis:						
Seaboard and Roanoke:							1st Mortgage.....	800,000	7	April & Oct.	New York.	1879	....
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1880	....	Bonds of 1873 for \$1,600,000.....	516,000	7	" " "	"	1894	....
Belma and Gulf:							Texas and Pacific:						
1st Mort. (guar. by Ala.).....	1,888,000	8	April & Oct.	New York.	1890	....	1st Mortgage, 8,000 per mile....	3,552,000	6*	Mar. & Sept.	N.Y., Ph. Lon.	1905	100
Belma, Marion and Memphis:							Consolidated Mortgage.....	7,548,000	6*	June & Dec.	"	1905	51
1st Mort. guar. by Ala.....	16,000pm	8	March & Sept.	New York.	1889	....	Income and Land Grant.....	7,706,225	7	July.	N. Y. & Phil.	1915	29
Belma, Rome and Dalton:							Toledo, Can. Southern & Detroit:						
1st Mortgage, tax free.....	3,000,000	7	April & Oct.	New York.	1887	....	1st Mortgage.....	1,500,000	7*	Jan. and July.	....	1906	50 1/2
2d Mortgage.....	4,000,000	7	Jan. & July.	"	1891	....	Toledo, Peoria and Warsaw:						
Equipment Mortgage.....	230,000	10	" " "	"	1881	....	1st Mortgage (Eastern Div.)....	1,000,000	7	June & Dec.	New York.	1894	107 1/2
Shamokin Valley & Pottav. (N.C.):							1st Mortgage (Western Div.)....	1,800,000	7	Feb. and Aug.	"	1896	107
1st Mortgage, on road and lands.	2,000,000	7*	Jan. & July.	Philadelphia.	1901	103	2d Mort. conv. (").....	1,300,000	7	April & Oct.	"	1886	....
Sheboygan and Fond du Lac:							Equipment Mort. sinking fund....	94,004					

AMERICAN RAILROAD BOND LIST.

The Letter (S) affixed to Rate of Interest Signifies "Payable in Gold."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Troy & Bennington (T. & B.):							Western Maryland:						
1st Mortgage skg fund, guar....	\$9,700	7	Jan. & July.	Troy.	1878	...	1st Mortgage, unendorsed.....	400,000	6	Jan. and July.	Baltimore.	1880	104
Troy and Boston:							1st Mort. endor. by Balt.....	200,000	6	"	"	1880	114
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	...	2d Mort. ".....	300,000	6	"	"	1880	106
2d Mortgage.....	300,000	7	April & Oct.	"	1886	...	2d Mort. endor. by Wash. Co....	300,000	6	"	"	1880	107
3d Mortgage.....	600,000	7	May and Nov.	"	1876	...	2d Mortgage preferred.....	600,000	6	"	"	1880	92
Convertible Bonds.....	648,000	7	"	"	1882	...	3d Mortgage endor. by Balt.....	875,000	6	"	"	1900	112
Troy, Salem & Rutland (R. & S.):							4th Mortgage.....	1,000,000	6	"	"	1900	...
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	...	Western Pacific (Gen. Pac.):						
Troy Union (and Depot):							1st Mort., assumed.....	2,735,000	6	Jan. and July.	New York.	1890	104
1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	...	Western Pennsylvania (Penn.):						
Tuckerton:							1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1883	103
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	...	1st Mortgage (Pittsburg Branch).	1,000,000	6	Jan. and July.	"	1896	100
Union Pacific:							General Mortgage.....	1,200,000	7	"	"	...	...
1st Mortgage gold, tax free.....	27,231,000	6	Jan. & July.	N. Y. & Bos.	'96-'99	109	Western Union (Chl., M. & St. P.):						
1st Mort. Land Grant.....	7,145,000	6	Apr. and Oct.	"	1887	113	1st Mortgage for \$5,000,000.....	3,500,000	7	Jan. and July.	New York.	1896	...
2d Mortgage (Gov. subsidy).....	27,236,512	6	Jan. & July.	U.S. Treasury.	'96-'99	115	West Jersey:						
3d Mortgage Sinking Fund.....	14,045,000	6	March & Sept.	New York.	1894	...	Debenture bonds guar. by C. & A.	400,000	6	March & Sept.	Camden.	1883	80
Omaha Bridge Bonds Sterling..	2,226,000	8	Apr. and Oct.	London.	1896	...	1st Mortgage.....	1,000,000	6	Jan. and July.	"	1896	108
Union Pacific (Central Div.):							1st Mortgage (Salem) guar.....	100,000	6	"	Philadelphia.	1878	...
1st Mortgage gold, tax free.....	1,600,000	6	May and Nov.	New York.	1886	...	1st Mort. (Swedenboro) guar.....	200,000	6	June & Dec.	Camden.	...	...
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	U.S. Treasury.	'96-7-8	...	2d Mort. (Cape May & Millville)	600,000	7	Apr. and Oct.	"	1890	110
Union Pacific, S. Br. (M. & T.):							Consolidated Mortgage.....	1,000,000	7	"	"	1890	110
1st Mortgage gold, skg fund.....	3,220,000	6	Jan. & July.	New York.	1890	84	West Wisconsin:						
Union & Titusville (P., T. & Buff.)							1st Mort. land gr., gold skg fund	3,900,000	7	Jan. and July.	N. Y. or Lond.	1887	...
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	80	1st Mort. (Southern Extension).	640,000	7	"	"	1902	...
United N. J. R. R. & Canal Cos.							White Water Valley:						
Loan of 1901 (United Compa's)	3,000,000	6	March & Sept.	Philadelphia.	1901	103	1st Mortgage.....	1,021,840	8	Feb. and Aug.	Cincinnati.	1890	10
Sterling Loan £300,000 (U. Co's)	1,844,000	6	"	London.	1894	...	Waco Mico and Pocumoke:						
Sterling Loan £300,000 (")	1,800,000	6	"	"	1894	...	1st Mortgage.....	200,000	6	Jan. and July.	New York.	1888	...
Loan of 1884 Sk. Fund (")	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	96	Williamston and Tarboro':						
Loan of 1888 (United Compa's)	154,000	6	Feb. and Aug.	"	1888	96	1st Mortgage.....	350,000	8	May and Nov.	New York.	1900	...
3d to State of N. Jer. (U. Co's)	500,000	7	(Due 90 days	after demand.)	...	...	Wilmington, Colum. & Augusta:						
Sterling S. F. £262,000 (C. & A.)	1,310,000	6	Feb. and Aug.	London.	1880	...	1st Mortgage.....	3,800,000	7	June & Dec.	Baltimore.	1900	33
Loan of 1883 (Camden & Amb'y)	1,700,000	6	"	Philadelphia.	1883	105	Wilmington and Reading:						
Loan of 1888 (")	866,000	6	June & Dec.	Princeton.	1889	106	1st Mortgage.....	1,200,000	7	Apr. and Oct.	Philadelphia.	1900	45
Mort. Loan.....	5,000,000	6	May and Nov.	Philadelphia.	1889	112	2d Mortgage coupon or regis....	1,700,000	7	Jan. and July.	"	1902	10
Loan of '78 (N. J. R. R. & T. Co.)	450,000	6	Feb. and Aug.	New York.	1873	...	Wilmington and Weldon:						
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over Due.)	...	...	Sterling Bonds.....	648,700	6	Jan. and July.	London.	1881	...
Utah Central:							Sterling Bonds.....	221,400	7	May and Nov.	"	1886	...
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City	1890	...	Sinking Fund gold, Bonds.....	749,000	7	Jan. and July.	New York.	1890	104
Utah Southern:							Wilmington and Western (Del.):						
1st Mortgage.....	680,000	7	Jan. & July.	Salt Lake City	1891	...	1st Mortgage.....	500,000	7.3	J. A. J. & O.	Phil. & Wilm.	1892	...
Utica and Black River:							Winona & St. Peter (C. & N. W.):						
1st Mortgage.....	800,000	7	Jan. & July.	N. Y. & Utica.	1878	...	1st Mortgage \$20,000 p. m.....	2,750,000	7	Jan. and July.	New York.	1887	109
Bonds of 1871 (2d issue).....	576,000	7	"	"	1891	...	2d Mortgage \$12,000 p. m.....	1,650,000	7	May and Nov.	"	1907	106
Utica, Ithaca and Elmira:							Extension mortgage bonds.....	4,375,000	7	June & Dec.	"	1916	...
1st Mortgage, Sterling.....	1,500,000	7.3	Jan. & July.	London.	1902	...	Wisconsin Central:						
Vermont Cent.—See Central Vt.							1st M. L. G. gold S. F. \$25,000pm	4,618,800	7	Jan. and July.	Boston.	1901	15
Vermont and Massachusetts:							Worcester (Md.):						
1st Mortgage sinking fund.....	550,000	6	Jan. and July.	Boston.	1883	105	1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	...
Convertible bonds, tax free.....	200,000	7	"	"	1879	114	Worcester and Nashua:						
Convertible bonds.....	150,000	7	"	"	1886	107	Plain Bonds.....	125,000	7	Jan. and July.	Boston.	1881	...
Vicksburg and Meridian:							Plain Bonds.....	185,300	6	"	Various.	'81-'87	77
General 1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	...	Plain Bonds.....	250,000	7	Apr. and Oct.	"	1893	...
2d series (blue).....	850,000	7	"	"	1890	...	Plain Bonds.....	400,000	7	Feb. and Aug.	"	1906	...
Mortgage 3d series (black).....	138,000	7	"	"	1890	...	CANAL BONDS.						
4th series (not end.).....	1,141,700	7	Apr. and Oct.	"	1890	...	Chesapeake and Delaware:						
Special Loan 1871.....	218,000	8	Jan. and July.	"	1890	...	1st Mortgage sinking fund.....	1,993,750	6	Jan. and July.	Philadelphia.	1886	76
Vineyard:							Chesapeake and Ohio:						
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	...	Sterling Loan guaranteed.....	4,375,000	6	J. A. J. & O.	London.	1890	...
Virginia & Tennessee (A. M. & O.):							Preferred Bonds (next lien).....	1,699,500	6	Jan. and July.	Baltimore.	1885	40
1st Mortgage.....	5,000	6	Jan. and July.	N. Y. & Lynch.	1878	...	Delaware Division (L. C. & N.):						
2d Mortgage.....	990,000	6	"	"	1884	100	1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1893	98
3d Mortgage.....	999,000	6	March & Sept.	"	1900	110	Delaware and Hudson:						
5th Mortgage.....	94,191	8	Jan. and July.	"	1875	...	1st Mort. { 2d series, July 1, 1899	3,500,000	7	Jan. and July.	New York.	1884	102
Registered Certificates.....	228,900	8	"	"	1880	...	reg. { 3d series, Jan. 1, 1871	6,000,000	7	"	"	1891	102
Funded Interest.....							Coupon bonds of 1874.....	3,000,000	7	Apr. and Oct.	"	1894	105
Walkill Valley (Erie):							Registered bonds of 1874.....	2,000,000	7	"	"	1894	...
1st Mortgage gold, tax free.....	810,500	7	Apr. and Oct.	New York.	1901	...	Lehigh Coal and Navigation:						
Warren (D. L. & W.):							Loan of 1877, Debentures.....	762,779	6	June & Dec.	Philadelphia.	1877	...
1st Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1875	...	Convertible Debentures.....	41,550	6	"	"	1882	...
2d Mortgage, guaranteed.....	750,000	7	May and Nov.	"	1900	106	Convertible Loan, gold.....	771,000	6	March & Sept.	"	1894	103
Warren & Franklin (F., T. & B.):							1st Mortgage, registered.....	5,881,938	6	J. A. J. & O.	"	1884	109
1st Mortgage, assumed.....	1,500,000	7	Feb. and Aug.	Philadelphia.	1882	85	1st Mortgage, reg. (R. R.).....	2,000,000	6	F. M. A. & N.	"	1897	110
Warwick Valley (Erie):							Mortgage (equip.) Loan, gold.....	4,688,500	6	June & Dec.	"	1897	102
Wasatch and Jordan Valley:							Consolidated Mortgage.....	1,115,000	7	"	"	1911	94
1st Mortgage.....	150,000	9	May and Nov.	New York.	1893	...	Greenwood Mortgage Loan.....	717,000	7	Feb. and Aug.	"	1892	...
Washington City, Va. Mid. & Gt. So.							Greenwood Mortgage Loan.....	140,000	6	Apr. and Oct.	"	1877	...
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1892	63	Monongahela Navigation:						
2d Mort. (")	350,000	7	"	"	1891	...	1st Mortgage.....	108,000	6	Jan. and July.	New York.	1887	...
1st Mort. Orange & Alexandria	400,000	6	May and Nov.	"	1873	96	Morris and Banking:						
2d Mort. " " " " " "	1,200,000	6	Jan. and July.	"	1875	92	1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1876	99
3d Mort. " " " " " "	600,000	8	May and Nov.	"	1873	55	Boat Loan, sinking fund.....	236,968	7	Apr. and Oct.	"	1899	100
4th Mort. " " " " " "	700,000	8	March & Sept.	"	1890	30	Preferred Stock Dividend Scrip.	108,164	7	Jan. and July.	"	1887	...
Funded Coupons (do.)	722,664	...	"	"	1896	...	Pennsylvania:						
1st Mort. (Lynchburg & Danville)	621,000	...	Apr. and Oct.	"	1896	...	1st Mortgage skg fund guar.....	2,805,000	6	Jan. and July.	Philadelphia.	1910	75
Virginia State Loan.....	249,992	7	Jan. and July.	"	'92-'98	...	1st Mortgage (W. Val. Can.).....	600,000	6	"	"	1878	...
Washington and Ohio:							Schuylkill Navigation (Ph. & Rdr)						
1st Mort. (Alex., Lou. & Ham.)	47,000	7	May and Nov.	New York.	1898	...	1st Mortgage.....	1,714,390	6	March & Sept.	Philadelphia.	'72-'97	102
2d Mortgage for \$9,000,000.....	255,500	7	Apr. and Oct.	"	1901	35	2d Mortgage.....	3,990,392	6	Jan. and July.	"	'82-'07	74
Westchester and Philadelphia:							Improvement bonds.....	260,000	6	May and Nov.	"	1880	...
General Mortgage, tax free.....	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	116	Boat and Car Loan.....	756,660	6	"	"	1912	...
Western North Carolina:							Boat and Car Loan.....	821,000	7	"	"	1916	75
1st Mortgage.....	850,000	8	Jan. and July.	"	1890	...	Coupon Bonds.....	1,200,000	7	Jan. and July.	"	1896	42
Western of Alabama:							Susquehanna and Tide Water:						
1st Mortgage (Western R. R.)...	600,000	8	Apr. and Oct.	New York.	1888	...	2d Mortgage (Maryland Loan)...	1,000,000	6	Jan. and July.	Phila. & Balt.	1887	...
1st Mortgage (M. & W. Point R. R.)	750,000	8	"	"	1881	...	3d Mortgage (Susqueh. Canal)	1,211,000	6	"	"	1879	33
2d Mortgage (consols guar.).....	1,188,000	8	"	"	1900	...	Prof. Int. B'ds (")	324,510	6	"	"	1894	...
Income Mortgage.....	602,900	8	Various.	"	Var.	...	Union:						
Western Union Telegraph:							1st Mortgage.....	3,000,000	6	May and Nov.	Philadelphia.	1883	...
1st Mortgage.....	...	7	May and Nov.	New York.	1875	...	West Branch & Susqueh. (Penn.):						
A-l Estate Bonds, Sink. Fund.	1,738,000	7	"	"	1902	...	1st Mortgage.....	450,000	6	Jan. and July.	Philadelphia.	1910	...
Bonds (S. F.) Conv. till May '98	3,920,000	7	"	"	1900	112	2d Mortgage.....	300,000	6	"	"	1888	...
Sterling Bonds, Sinking Fund..	981,234	6	March & Sept.	London.	1900	...							

Dec. 31, 1876	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157,616,930	157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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

The asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (—) across the column signifies "nil," and running *déjà* (....) signify "not ascertained."

[illegible]

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
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1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80																				

occurs in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."

Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "1."

[illegible]

[illegible]

Insurance Law.

Under the Insurance bill recently signed by the Governor of New York, companies may be organized to make any of the following kinds of insurance: "First, upon the health of persons; second, against injury, disablement or death of persons resulting from traveling or general accidents by land or water; third, guarantying the fidelity of persons holding places of public or private trust; fourth, upon the lives of horses, cattle and other live stock; fifth, upon plate glass against breakage; sixth, upon boilers against explosion and against loss or damage to life or property resulting therefrom; seventh, against loss by burglary or theft, or both," but no company can undertake more than one of the branches of business mentioned.

Statement of the Public Debt of the United States, July 1, 1879.

DEBT BEARING INTEREST.		
	Amount Outstanding.	Accrued Interest.
5 per cent. bonds, 1855.....	\$40,000 00	\$1,000 00
6 per cent. 1851 bonds, 1861..	18,415,000 00	552,450 00
6 per cent. bonds, 1851 (Oregon), 1861.....	945,000 00	23,350 00
6 per cent. 1851 bonds, 1861..	189,321,350 00	5,879,540 00
6 per cent. 1851 bonds, 1863..	75,000,000 00	2,250,000 00
6 per cent. 10-40 bonds, 1864..	138,425,150 00	2,307,085 83
6 per cent. consols, 1867.....	7,147,600 00	214,428 00
6 per cent. consols, 1868.....	20,105,550 00	603,108 60
6 per cent. funded loan of 1861	508,440,350 00	4,237,032 92
4 per ct. funded loan of 1891	250,000,000 00	937,500 00
4 per ct. funded loan of 1907.	667,029,900 00	6,679,299 00
Refunding Certificates.....	12,548,210 00	125,482 10
3 per cent. navy pension fund, 1868.....	14,000,000 00	210,000 00

Aggregate of debt bearing interest.....\$1,901,716,110 00 \$23,819,344 85
Interest due and unpaid.....4,897,921 19

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	\$57,665 00	\$64,174 81
5 percent. Mexican indemnity stock, 1846.....	1,104 91	85 74
6 per cent. bonds, 1847.....	1,250 00	22 00
6 per cent. bounty land scrip, 1847.....	3,300 00	213 30
5 per cent. Texas indemnity bonds, 1850.....	21,000 00	3,045 00
6 per cent. bonds, of 1858.....	8,000 00	.....
5 per cent. bonds, 1860.....	10,000 00	600 00
6 per cent. 5-20 bonds, called 1862.....	402,500 00	183 31
6 per cent. 5-20 bonds, called June, 1864.....	71,800 00	143 37
6 per cent. 5-20 bonds, called 1865.....	145,450 00	59,587 88
6 per cent. Consol. bonds, called, 1865.....	1,600,000 00	23,712 78
6 per cent. Consol. bonds, called, 1867.....	34,076,800 00	1,886,471 25
1-10 to 6 per cent. treasury notes, prior to 1846.....	82,525 35	2,668 06
6 per ct. treasury notes, 1847.....	6,000 00	206 00
3 to 6 per cent. treasury notes, 1857.....	950 00	67 00
6 per ct. treasury notes, 1861.....	1,700 00	99 00
7 3-10 per cent. 3 years' treasury notes, 1861.....	3,000 00	304 50
5 per cent. 1 year notes, 1863.....	16,800 00	1,137 65
5 per cent. 2 year notes, 1863.....	48,685 00	2,446 35
6 per cent. compound interest notes, 1863-64.....	37,500 00	2,016 19
7 3-10 per cent. 3 years' treasury notes, 1864-65.....	250,000 00	62,531 21
6 per cent. certificates of indebtedness, 1862-63.....	147,550 00	6,143 45
4 to 6 per cent. temporary loan, 1864.....	4,000 00	253 48
3 per cent. certificates called.	3,000 00	256 00
	5,000 00	394 31

Aggregate of debt on which interest has ceased since maturity.....\$7,015,630 26 \$2,066,768 27

DEBT BEARING NO INTEREST.		
	Amount	Interest
Demand notes 1861-62.....	\$61,470 00	.....
Legal tender notes, 1862-63.....	346,681,016 00	.....
Certificates of deposit.....	30,370,000 00	.....
Fractional currency, 1862-64.....	15,842,905 78	.....
Gold certificates, 1863.....	15,413,700 00	.....
Silver certificates, 1878.....	2,466,950 00	.....
Unclaimed interest.....	.....	8,617 03

Aggregate of debt bearing no interest.....\$610,635,741 78 \$8,617 03

ENCAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent.....	\$310,932,500 00	.....
Bonds at 5 per cent.....	616,925,500 00	.....
Bonds at 4 1/2 per cent.....	250,000,000 00	.....
Bonds at 4 per cent.....	667,029,900 00	.....
Refunding certificates.....	12,548,210 00	.....
Navy pension fund, 3 per cent.	14,000,000 00	.....
	\$1,901,716,110 00	\$23,819,344 85
Debt on which interest has ceased since maturity.....	87,015,630 26	2,066,768 27
Debt bearing no interest, viz:		
Old Demand and legal-tender notes.....	\$346,742,486 00	.....
Certificates of deposit.....	30,370,000 00	.....
Fractional currency.....	15,842,905 78	.....
Coin and Silver Certificates.....	17,930,650 00	.....
	\$410,935,741 78	.....
Unclaimed interest.....	.....	8,617 03

Total debt, principal and interest, to date, including interest due and unpaid.....\$2,390,559,833 38

AMOUNT IN TREASURY.

	Amount	Interest
Interest due and unpaid.....	\$4,897,921 19	.....
Debt on which interest has ceased.....	37,015,630 26	.....
Interest thereon.....	2,066,768 27	.....
Gold and silver certificates.....	17,980,650 00	.....
U S Notes held for redemption of certificates of deposit.....	30,370,000 00	.....
Currency held for redemption of fractional currency.....	8,375,984 00	.....
Called bonds not matured for which 4 per cent bonds have been issued.....	104,072,410 00	.....
Cash balance available July 1, 1879.....	148,473,583 29	.....
	\$363,152,577 01	.....

Debt, less amount in Treasury, July 1, 1879.....\$2,027,207,256 37
Debt, less amount in Treasury, on the 1st ult. 2,027,182,468 19

Increase of debt during the past month.....\$24,783 18
Decrease of debt since June 30, 1878.....8,579,575 45

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES, INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Interest not paid.
Central Pacific bonds, 1862-64.....	\$25,885,120 00	\$776,553 80
Kansas Pacific bonds, 1862-64.....	6,303,000 00	193,090 00
Union Pacific bonds, 1862-64.....	27,236,512 00	817,096 36
Central Branch Union Pacific bonds, 1862-64.....	1,000,000 00	45,000 00
Western Pacific bonds, 1862-64.....	1,970,560 00	59,116 80
St. Louis City and Pacific bonds, 1862-64.....	1,623,320 00	45,849 60
Totals.....	\$64,623,512 00	\$1,938,705 36

Interest paid by United States, \$41,773,745 22; interest repaid by transportation of mails, &c., \$12,598,053 39; balance of interest paid by United States, \$29,177,691 83.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, June 30, 1879.

JOHN SHERMAN,
Secretary of the Treasury.

* Interest-bearing debt.....\$1,901,716,110 00
Less amount of called bonds, not matured, for which 4 per cent. bonds have been issued, and for the redemption of which this amount of cash is on deposit in the various national bank depositories.....104,072,410 00

Actual interest-bearing debt.....\$1,797,643,700 00

Dynamo-Electric Machine for Passenger Traffic.

Siemens & Halske, of Berlin, have supplied a real novelty to the Exhibition held in that city. It is an electrical railway, with three carriages, capable of carrying twenty passengers. The road is about 220 yards long, and the train travels at the rate of ten feet per second—about seven miles an hour. A steam engine drives a dynamo-electric machine, and the current produced is transmitted to another machine which works the train. Deprez is exhibiting a model of his motor at Lille, and at the forthcoming Scientific Exhibition in the Palais de l'Industrie at Paris he will have a small train worked by a battery of twelve Bunsen cells. Possibly these are the beginnings of a great revolution, but we have a great deal to learn if that is ever to be brought about. Deprez hopes to be able to work an aerial propeller by his motor.—London Echo.

More than half of the route of the Bratleboro' and Whitehall Railroad is graded,

Philadelphia Stock Exchange.

Closing Prices for the week ending July 15.

	W. 9.	Th. 10.	F. 11.	Sat. 12.	M. 14.	Tu. 15.
Allegheny Val. 7 3/8-10s.....	114	114	114	114	114	114
7s, Income.....	106 1/2	106 1/2	106 1/2	106 1/2	106 1/2	106 1/2
Jamden & Am. 6s, 1883.....	112 1/2	112 1/2	112 1/2	112 1/2	112 1/2	112 1/2
6s, 1889.....	112 1/2	112 1/2	112 1/2	112 1/2	112 1/2	112 1/2
Mort. 6s, 1889.....	112 1/2	112 1/2	112 1/2	112 1/2	112 1/2	112 1/2
Jamden and Atlantic.....	112 1/2	112 1/2	112 1/2	112 1/2	112 1/2	112 1/2
Preferred.....	112 1/2	112 1/2	112 1/2	112 1/2	112 1/2	112 1/2
1st mortgage.....	112 1/2	112 1/2	112 1/2	112 1/2	112 1/2	112 1/2
2d mortgage.....	112 1/2	112 1/2	112 1/2	112 1/2	112 1/2	112 1/2
Catawissa.....	112 1/2	112 1/2	112 1/2	112 1/2	112 1/2	112 1/2
Preferred.....	112 1/2	112 1/2	112 1/2	112 1/2	112 1/2	112 1/2
New preferred.....	112 1/2	112 1/2	112 1/2	112 1/2	112 1/2	112 1/2
7s, new.....	112 1/2	112 1/2	112 1/2	112 1/2	112 1/2	112 1/2
Del. & Bound Brook.....	112 1/2	112 1/2	112 1/2	112 1/2	112 1/2	112 1/2
7s.....	112 1/2	112 1/2	112 1/2	112 1/2	112 1/2	112 1/2
Simira & Williamsport.....	112 1/2	112 1/2	112 1/2	112 1/2	112 1/2	112 1/2
Preferred.....	112 1/2	112 1/2	112 1/2	112 1/2	112 1/2	112 1/2
7s.....	112 1/2	112 1/2	112 1/2	112 1/2	112 1/2	112 1/2
Hunt. & B. Top Mt.....	112 1/2	112 1/2	112 1/2	112 1/2	112 1/2	112 1/2
Preferred.....	112 1/2	112 1/2	112 1/2	112 1/2	112 1/2	112 1/2
2d mortgage.....	112 1/2	112 1/2	112 1/2	112 1/2	112 1/2	112 1/2
Lehigh Navigation.....	24 1/2	24 1/2	24 1/2	24 1/2	24 1/2	24 1/2
6s, 1884.....	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2
Gold Loan.....	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
Railroad Loan.....	110	110	110	110	110	110
Conv. Gold Loan.....	110	110	110	110	110	110
Lehigh Valley.....	42 1/2	42 1/2	42 1/2	42 1/2	42 1/2	42 1/2
6s, new, coupon.....	116	116	116	116	116	116
6s, new, registered.....	116	116	116	116	116	116
7s.....	123 1/2	123 1/2	123 1/2	123 1/2	123 1/2	123 1/2
Consol. mort. 6s, reg. 107.....	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2
Little Schuylkill.....	46	46	46	46	46	46
Minchill & Sch. Haven 8 1/2x 8 1/2.....	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2
North Pennsylvania.....	46 1/2	46 1/2	46 1/2	46 1/2	46 1/2	46 1/2
1st mortgage 6s.....	108	108	108	108	108	108
2d mortgage 7s.....	119	119	119	119	119	119
Gen'l mort. 7s, coup.....	114	114	114	114	114	114
Gen'l Mort. 7s, reg.....	114	114	114	114	114	114
Northern Central.....	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2
Northern Pacific.....	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2
Preferred.....	43 1/2	43 1/2	43 1/2	43 1/2	43 1/2	43 1/2
7 3/8s.....	40 1/2	40 1/2	40 1/2	40 1/2	40 1/2	40 1/2
Pennsylvania R. R. 40 1/2.....	40 1/2	40 1/2	40 1/2	40 1/2	40 1/2	40 1/2
1st mortgage.....	103	103	103	103	103	103
Gen'l mortgage.....	114	114	114	114	114	114
Gen'l mort. reg.....	114	114	114	114	114	114
Consol. mort. 6s, reg.....	120	120	120	120	120	120
Penn. & N.Y. Canal 7s.....	120	120	120	120	120	120
Penn. State 6s, 2d series.....	111 1/2	111 1/2	111 1/2	111 1/2	111 1/2	111 1/2
do, 3d series.....	111 1/2	111 1/2	111 1/2	111 1/2	111 1/2	111 1/2
do, 5s, new.....	111 1/2	111 1/2	111 1/2	111 1/2	111 1/2	111 1/2
Philadelphia City, 6s.....	121 1/2	121 1/2	121 1/2	121 1/2	121 1/2	121 1/2
6s, new.....	121 1/2	121 1/2	121 1/2	121 1/2	121 1/2	121 1/2
Phila. and Reading.....	19 1/2	19 1/2	19 1/2	19 1/2	19 1/2	19 1/2
Debenture bonds.....	19 1/2	19 1/2	19 1/2	19 1/2	19 1/2	19 1/2
7s, of 1893.....	19 1/2	19 1/2	19 1/2	19 1/2	19 1/2	19 1/2
7s, new convertible.....	19 1/2	19 1/2	19 1/2	19 1/2	19 1/2	19 1/2
Gen'l mortgage 7s.....	111 1/2	111 1/2	111 1/2	111 1/2	111 1/2	111 1/2
Gen'l mortgage, reg. 112.....	112	112	112	112	112	112
Philadelphia and Erie.....	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2
1st mortgage, 6s.....	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2
2d mortgage, 7s.....	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2
Pittsb. Cin. & St. L. 7s 109 1/2.....	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2
Pittsb. Titusv. & Buff. 5 1/2.....	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2
7s.....	30	30	30	30	30	30
Schuylkill Navigation.....	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2
Preferred.....	102	102	102	102	102	102
6s, 1872.....	73	73	73	73	73	73
6s, 1882.....	73	73	73	73	73	73
United Co. of N. Jersey 144 1/2.....	144 1/2	145 1/2	144 1/2	144 1/2	144 1/2	144 1/2
Hestonville, (Horse) 16 1/2.....	16 1/2	16 1/2	16 1/2	16 1/2	16 1/2	16 1/2
Chestnut & Wal. (do.).....	87	87	87	87	87	87
Green and Coates (do.).....	87	87	87	87	87	87
2d and 3d streets (do.).....	84 1/2	84 1/2	84 1/2	84 1/2	84 1/2	84 1/2
18th and 15th sts (do.).....	60	60	60	60	60	60

Baltimore Stock Exchange.

Closing Prices for the week ending July 15.

	W. 9.	Th. 10.	F. 11.	Sat. 12.
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New York Stock Exchange.

Closing Prices for the week ending July 16.

	Th.10	F.11	Sat.12	M.14	Tu.15	W.16
Adams Express.....	1004	1004	1004	1004	1004	1004
Albany and Susq.....	584	584	584	584	584	584
1st mortgage.....	105	105	105	105	105	105
2d mortgage.....	474	474	474	474	474	474
American Express.....	374	374	374	374	374	374
Atlantic & Pacific Tel. 374	374	374	374	374	374	374
Burl. C.R. & Nor.....	794	794	794	794	794	794
1st mortgage 5a.....	574	574	574	574	574	574
Canada Southern.....	514	514	514	514	514	514
1st mortgage guar.....	514	514	514	514	514	514
Central of N. Jersey .. 514	514	514	514	514	514	514
1st mortgage 1890.....	118	118	118	118	118	118
7a, consolidated.....	1094	1094	1094	1094	1094	1094
7a, convertible.....	1014	1014	1014	1014	1014	1014
Central Pacific 6a, gold 1094	1094	1094	1094	1094	1094	1094
1st M. (San Joaquin) 1014	1014	1014	1014	1014	1014	1014
1st M. (Cal. and Or.) 994	994	994	994	994	994	994
Land grant 6a.....	1034	1034	1034	1034	1034	1034
Chicago and Alton.....	84	84	84	84	84	84
Preferred.....	1164	1164	1164	1164	1164	1164
1st mortgage.....	1064	1064	1064	1064	1064	1064
Sinking Fund.....	1184	1184	1184	1184	1184	1184
Ohle, Burl. & Quincy.....	1184	1184	1184	1184	1184	1184
7a, Consol. 1903.....	524	524	524	524	524	524
8a, 1885.....	524	524	524	524	524	524
Ohle, Mill. and St. Paul. 524	524	524	524	524	524	524
Preferred.....	924	924	924	924	924	924
1st mortgage, 8a.....	1114	1114	1114	1114	1114	1114
2d mortgage, 7 & 10a.....	1104	1104	1104	1104	1104	1104
7a, gold.....	1044	1044	1044	1044	1044	1044
1st M. (La Crosse div.) 1104	1104	1104	1104	1104	1104	1104
1st M. (I. and M. div.).....	1044	1044	1044	1044	1044	1044
1st M. (I. and D. ext.).....	1044	1044	1044	1044	1044	1044
1st M. (H. & D. div.).....	1044	1044	1044	1044	1044	1044
1st M. (C. & M. div.).....	1044	1044	1044	1044	1044	1044
Consolidated S. F.....	1054	1054	1054	1054	1054	1054
Ohle. & Northwestern. 644	644	644	644	644	644	644
Preferred.....	954	954	954	954	954	954
1st mortgage.....	1114	1114	1114	1114	1114	1114
Sinking Fund.....	1114	1114	1114	1114	1114	1114
Consolidated 7a.....	1134	1134	1134	1134	1134	1134
Consol. Gold bonds. 114	114	114	114	114	114	114
Do. reg.....	1134	1134	1134	1134	1134	1134
Ohle, Rock Isl. & Pac. 1384	1384	1384	1384	1384	1384	1384
7a, 1896.....	1384	1384	1384	1384	1384	1384
6a, S. F.....	114	114	114	114	114	114
6a, 1917.....	514	514	514	514	514	514
Clev. Col., C. and Ind. 52	52	52	52	52	52	52
1st mortgage.....	984	984	984	984	984	984
Clev. & Pittsburg guar. 93	93	93	93	93	93	93
7a, Consolidated.....	108	108	108	108	108	108
4th mortgage.....	101	101	101	101	101	101
Clev. P. and Ash. 7a. 101	101	101	101	101	101	101
Col., Ohl., & Ind. Cent.....	694	694	694	694	694	694
1st mortgage.....	704	704	704	704	704	704
2d mortgage.....	254	254	254	254	254	254
Del. & Hudson Canal. 464	464	464	464	464	464	464
Reg. 7a, 1891.....	1034	1034	1034	1034	1034	1034
Reg. 7a, 1894.....	1024	1024	1024	1024	1024	1024
7a, 1894.....	105	105	105	105	105	105
Del., Lack. & Western. 574	574	574	574	574	574	574
2d mortgage 7a.....	574	574	574	574	574	574
7a, Convertible.....	1064	1064	1064	1064	1064	1064
7a, Consol. 1907.....	113	113	113	113	113	113
Erie Railway.....	274	274	274	274	274	274
Preferred.....	524	524	524	524	524	524
1st mortgage.....	514	514	514	514	514	514
2d mortgage.....	104	104	104	104	104	104
3d mortgage.....	109	109	109	109	109	109
4th mortgage.....	112	112	112	112	112	112
5th mortgage.....	112	112	112	112	112	112
7a, Consol. gold.....	112	112	112	112	112	112
Great Western 1st mort.....	1124	1124	1124	1124	1124	1124
2d mortgage.....	884	884	884	884	884	884
Hannibal & St. Joseph 194	194	194	194	194	194	194
Preferred.....	394	394	394	394	394	394
8a, Convertible.....	1024	1024	1024	1024	1024	1024
Illinois Central.....	84	84	84	84	84	84
Kansas Pacific.....	594	594	594	594	594	594
Lake Shore & Mich. So. 744	744	744	744	744	744	744
Consol. 7a.....	744	744	744	744	744	744
Consol. 7a, reg.....	112	112	112	112	112	112
2d Consolidated.....	112	112	112	112	112	112
Loh. & W.B. 7a, Con.....	95	95	95	95	95	95
Long Dock bonds.....	114	114	114	114	114	114
L'ville & Nash. 7a Con.....	112	112	112	112	112	112
Manhattan.....	38	38	38	38	38	38
Metropolitan El. 1st M. 105	1044	1044	1044	1044	1044	1044
Michigan Central.....	764	764	764	764	764	764
7a, 1902.....	120	120	120	120	120	120
8a, 1882, S. F.....	1104	1104	1104	1104	1104	1104
M. S. and N. I. 1st, S. F.....	90	90	90	90	90	90
Morris and Essex.....	904	904	904	904	904	904
1st mortgage.....	1114	1114	1114	1114	1114	1114
2d mortgage.....	1114	1114	1114	1114	1114	1114
7a of 1871.....	1114	1114	1114	1114	1114	1114
7a, Convertible.....	1114	1114	1114	1114	1114	1114
7a, Consolidated.....	1114	1114	1114	1114	1114	1114
New Jersey.....	114	114	114	114	114	114
N. Y. Cent. & Hud. Riv 119	1184	1184	1184	1184	1184	1184
7a, Sinking fund, 1876.....	1044	1044	1044	1044	1044	1044
6a, Sinking fund, 1885.....	1254	1254	1254	1254	1254	1254
6a, Sinking fund, 1891.....	1254	1254	1254	1254	1254	1254
1st mortgage.....	1254	1254	1254	1254	1254	1254
1st mortgage reg.....	1254	1254	1254	1254	1254	1254
N. Y. Elevated.....	1254	1254	1254	1254	1254	1254
1st Mortgage.....	1114	1114	1114	1114	1114	1114
N. York and Harlem.....	1114	1114	1114	1114	1114	1114
Preferred.....	1114	1114	1114	1114	1114	1114
1st mortgage.....	1114	1114	1114	1114	1114	1114
1st mortgage, reg.....	1114	1114	1114	1114	1114	1114

New York Stock Exchange.

Closing Prices for the week ending July 19.

	Th.10	F.11	Sat.12	M.14	Tu.15	W.16
N.Y., Lake Erie & W.....	774	774	774	774	774	774
2d Consolidated.....	774	774	774	774	774	774
New 2d 5a fund.....	764	764	764	764	764	764
N.Y., N. Haven & Hart.....	164	164	164	164	164	164
North Missouri 1st M.....	1134	1134	1134	1134	1134	1134
Ohio and Mississippi.....	144	144	144	144	144	144
Preferred.....	384	384	384	384	384	384
2d mortgage.....	944	944	944	944	944	944
Consolidated 7a.....	1114	1114	1114	1114	1114	1114
Pacific Sinking fund.....	112	112	112	112	112	112
Pacific Mail S. S. Co. 154	154	154	154	154	154	154
Pacific R. R. of Mo.....	1074	1074	1074	1074	1074	1074
1st mortgage.....	1074	1074	1074	1074	1074	1074
2d mortgage.....	1074	1074	1074	1074	1074	1074
3d mortgage.....	1074	1074	1074	1074	1074	1074
Panama.....	160	160	160	160	160	160
Pitts., Ft. W. & Chi. 1094	110	110	110	110	110	110
1st mortgage.....	1094	1094	1094	1094	1094	1094
2d mortgage.....	1094	1094	1094	1094	1094	1094
3d mortgage.....	1094	1094	1094	1094	1094	1094
Pullman Palace Car.....	91	91	91	91	91	91
Quicksilver Mining Co.....	36	36	36	36	36	36
Preferred.....	11	11	11	11	11	11
St. Louis & San Fran.....	9	9	9	9	9	9
Preferred.....	22	22	22	22	22	22
1st Preferred.....	22	22	22	22	22	22
St. L., Alton and T. H.....	174	174	174	174	174	174
Preferred.....	474	474	474	474	474	474
1st mortgage.....	474	474	474	474	474	474
2d mort. preferred.....	82	82	82	82	82	82
Income bonds.....	51	51	51	51	51	51
St. L., Iron Mt. & S'ha.....	116	116	116	116	116	116
1st mortgage.....	984	984	984	984	984	984
2d mortgage.....	924	924	924	924	924	924
St. L., Jack. & Chi. 1st.....	174	174	174	174	174	174
St. L., Kan. City & N. 174	174	174	174	174	174	174
Preferred.....	474	474	474	474	474	474
Tol., F. & W. 1st E.D.....	174	174	174	174	174	174
1st mort., West. Div.....	764	764	764	764	764	764
Union Pacific.....	1094	1094	1094	1094	1094	1094
1st mortgage.....	1094	1094	1094	1094	1094	1094
Land Grant 7a.....	1134	1134	1134	1134	1134	1134
Sinking Fund 8a.....	114	114	114	114	114	114
United States Express.....	484	484	484	484	484	484
Wabash.....	364	364	364	364	364	364
1st mortgage.....	1104	1104	1104	1104	1104	1104
2d mortgage.....	894	894	894	894	894	894
7a, Consolidated.....	794	794	794	794	794	794
St. Louis Division.....	874	874	874	874	874	874
Wells-Fargo Express.....	674	674	674	674	674	674
Western Pacific bonds.....	974	974	974	974	974	974
Western Union Tel.....	924	924	924	924	924	924
7a, S. F. conv., 1900.....	894	894	894	894	894	894

Boston Stock Exchange.

Closing Prices for the week ending July 16.

	Th. 10	F. 11	Sat. 12	M. 14	Tu. 15	W. 16
Atch., Top. and San. Fe 1094	1094	1094	1094	1094	1094	1094
1st mortgage.....	1144	1144	1144	1144	1144	1144
2d mortgage.....	1144	1144	1144	1144	1144	1144
Land Grant 7a.....	1134	1134	1134	1134	1134	1134
Income 8a.....	1134	1134	1134	1134	1134	1134
Boston and Albany.....	1364	1364	1364	1364	1364	1364
7a, reg.....	1364	1364	1364	1364	1364	1364
6a, 1896.....	1364	1364	1364	1364	1364	1364
Boston and Lowell.....	674	674	674	674	674	674
7a.....	68	68	68	68	68	68
Boston and Maine.....	1144	1144	1144	1144	1144	1144
Boston and Providence.....	118	118	118	118	118	118
Boston, Hart. & Erie 7a 354	354	354	354	354	354	354
Burl. & Mo. R. L. G. 7a.....	364	364	364	364	364	364
Burl. & Mo. R. in Neb. 1174	1174	1174	1174	1174	1174	1174
6a, exempt.....	1064	1064	1064	1064	1064	1064
Chl. Burl. and Quincy 1164	1164	1164	1164	1164	1164	1164
7a.....	118	118	118	118	118	118
6a, now.....	118	118	118	118	118	118
Cin. Sand. and Cleve.....	74	74	74	74	74	74
Concord (\$50).....	164	164	164	164	164	164
Connecticut River.....	164	164	164	164	164	164
Eastern.....	154	154	154	154	154	154
New 54 Bonds.....	784	79	79	784	784	784
Fitchburg.....	1164	1164	1164	1164	1164	1164
Kan. C. Top. & West.....	1164	1164	1164	1164	1164	1164
1st mortgage.....	1184	1184	1184	1184	1184	1184
Michigan Central.....	774	774	774	774	774	774
Nahua and Lowell.....	324	324	324	324	324	324
N. Y. & New England.....	1054	1054	1054	1054	1054	1054
7a.....	1054	1054	1054	1054	1054	1054
Northern, N. H.	90	90	90	90	90	90
Norwich & Worcester.....	118	118	118	118	118	118
Ogden & Lake Cham.....	154	154	154	154	154	154
Preferred.....	65	65	65	65	65	65
Old Colony.....	1044	1044	1044	1044	1044	1044
7a.....	1044	1044	1044	1044	1044	1044
Ph. Wil. & Balt. (\$50) 684	684	684	684	684	684	684
Portl'd, Saec & Ports.....	1004	1004	1004	1004	1004	1004
Pueblo & Ark. Val.....	584	584	584	584	584	584
7a.....	1044	1044	1044	1044	1044	1044
Pullman Palace Car.....	80	80	80	80	80	80
Union Pacific.....	764	764	764	764	764	764
6a.....	1094	1094	1094	1094	1094	1094
Land Grant 7a.....	1114	1114	1114	1114	1114	1114
Sinking Fund 8a.....	1114	1114	1114	1114	1114	1114
Vermont and Canada.....	1114	1114	1114	1114	1114	1114
Vermont and Mass.....	118	118	118	118	118	118
Worcester and Nahua.....	314	314	314	314	314	314
Cambridge (Horse).....	60	60	60	60	60	60
Metropolitan (").....	60	60	60	60	60	60
Middlesex (").....	1014	1014	1014	1014	1014	1014
Cal. & Hecla Mining Co. 1914	1914	1914	1914	1914	1914	1914
Quincy.....	104	104	104	104	104	104

requirement of reserve to liabilities of \$10,941,200, or a gain for the week of \$508,825. The City bank exchanges in currency reached \$391,835,790, or a daily average of \$65,306,298. Call loans have been quoted down to 1@4, generally at 2@3 per cent on the pledge of satisfactory stock or mixed collaterals, and best discounts at 3@4½ per cent per annum. The U. S. Sub-Treasury now holds a coin reserve of \$126,720,149, and a currency balance of \$39,626,761.

Foreign Exchange has been in comparatively liberal supply and more or less seriously depressed in price, on moderate inquiry even for the best class of drafts. Bankers' sixty day bills on London closed at \$4 85½@4 86½; sight bills on London at \$4 87¼@4 88½ to the £ sterling. Cable transfers, \$4 87½@4 89. The specie outflow last week was only \$122,284—making the total exports of specie hence since January 1, 1879, \$11,334,000 against \$8,814,580 the same time in the preceding year. The imports of specie at this port last week were to the amount of \$168,823, and since January 1, 1879, have been \$5,757,904 against \$18,477,619 same time in the preceding year. The Customs drain for gold in the local market reached \$1,965,000 or an average of about \$327,500 per day. The week's imports of Dry Goods and general merchandise were to the specie value of \$4,741,398 (of which \$1,804,836 of Dry Goods), as against \$4,115,046 the corresponding week of 1878. The week's exports of Domestic Produce and Miscellaneous Goods from this port were to the aggregate value of \$5,878,670 against \$5,413,447 same week 1878, making the total exports of produce since January 1 this year \$169,752,614, against \$182,162,596 same period in 1878.

A much more liberal business has been reported in Government Securities at stronger and hardening prices. The demands have been more urgent on investment account and chiefly through private channels. On Monday it was announced that the First National Bank, through Drexel, Morgan & Co., had closed out its remaining holding of \$12,100,000 of the new four per cent bonds of the great \$120,000,000 Syndicate to Messrs. Junius Morgan & Co., of London, at equal to 101½, or an advance of 1¼ per cent on the original subscription price to the Government. This important and successful negotiation—with other extensive private purchases—served to strengthen the general market. At the close on Wednesday the current quotations were as follows:

United States currency 6s, 122@124; do. 6s, 1880, registered, 104½@104¾; do. coupon, 104½@104¾; 6s, 1881, registered, 104½@104¾; do. coupon, 104½@104¾; 5 per cents, 1881, registered, 102¾@102¾; do. coupon 104@104¾; 4½ per cents, 1891, registered, 105½@106; do. coupon, 105½@106; 4 per cents, 1907, reg., 102@102¾; do. coupon, 101¾@102¾.

The amount of United States bonds deposited with the U. S. Treasurer at Washington for circulation during the week was \$1,865,500. And of United States bonds held for circulation withdrawn during the week \$2,777,200. The Treasury Department now holds \$352,885,700 in United States bonds to secure the outstanding national bank circulation. The National bank circulation is now \$328,176,400 of currency notes and \$1,467,500 of national gold bank notes. National

Bank notes received at the Treasury Department last week for redemption were to the amount of \$2,493,000.

More demand (chiefly from investment buyers) has been reported for the favorite State Loans, which have been generally quoted firmer, on a reduced offering. Railway Mortgages have been in much better request, and important amounts of the more popular issues have been taken out of the market, which, though having fluctuated considerably, closed throughout stronger. Railway and Miscellaneous share property has been more freely dealt in, the remarkable ease in Money favoring the speculative interest, and prices, after frequent, and in instances, somewhat radical changes, left off buoyantly. The Southwestern Yellow Fever reports were a disturbing element in the earlier dealings, and helped the bear operators, in their schemes against values. The improved position and outlook of the crops served to strengthen the trunk lines to the Northwest, and their tributaries and connections. The Vanderbilt specialties met with a ready market, and closed with an upward tendency. The business as officially reported, which on Wednesday of last week was about 96,000 shares, reached on Thursday about 112,000 shares, fell on Saturday to 110,500 shares and on Monday of the current week was up to 124,000 shares followed on Tuesday by an aggregate of 152,000 shares.

The Baltimore stock market on Wednesday was rather quiet, though the general feeling for all classes of securities was firmer. City 6s sold at 115¾ for 1890s, and 5s at 109¾ for 1894s, the latter full ½ per cent advance. The offerings were small, and the inquiry decidedly better for all the leading issues. Norfolk Water 8s were up to 118 bid and 119 asked. Marylanders were quoted 108½ bid for Defense and 113@116 for exempt loan. Virginia Consols were firm at 56½@56¾ against sales at 56 on Tuesday, and Tax coupons were strong, selling at 78¼ to 79, and closed 78¾@79 against 78@78¾. The new 10 40 bonds sold at 49¾ and 49¾, and closed firmer at 49¾ bid and 49¾ asked. Baltimore and Ohio stock sold at 114¼ to 115, closing 114¼@115¼; second preferred sold at 100½ and 100½, and dividend scrip at 114½ and 114½, closing 115 bid. Northern Central was steady at 17@17½, and City Passenger was 35½ bid ex-dividend. Marietta firsts were quoted 91@92, and Sterling sold at 87, an advance of 1 per cent in the last few days; seconds sold at 88¾ and 89, closing 89@89½, and thirds were quiet at 15¾@16. Manassas 7s were firm at 63@65, and the Orange and Alexandria bonds very steadily held. Virginia and Tennessee 8s were 108 bid, and Ohio and Mississippi seconds 94½ bid, and none offered.

Naval stores attracted little attention but ruled steady. Petroleum has been moderately dealt in, chiefly for forward delivery, closing weak. Foreign merchandise has been in light demand at about previous figures. Metals have been in fair request, and the leading kinds have been held firmly. Rails wanted at very full figures.

An active call has been noted for Produce and Merchandise on, however, unsettled markets. Breadstuffs have been very freely purchased, especially Wheat for shipment and on speculative purposes, but prices have been irregular, closing

for Wheat and Corn, lower and heavy. Another line of a million bushels No. 2 Spring for early delivery, was taken for export on Tuesday on p. t. Flour left off easier, on less inquiry. In the Provision line, an active movement has been reported but at lower prices, the market closing with firmness.

A moderately active business has been reported in Cotton, but at variable figures, closing stronger. Early deliveries left off more steadily. Low Middlings closed for prompt delivery at 11¼@11½; Middlings at 12 1-16@12 3-16. Options left off for July basis of Middling at 12.16@12.17; August at 12.21; September at 12.20@12.21; October at 11.34; November at 11.02@11.03; December at 10.97@10.98; January at 11.01@11.02; February, 11.10@11.12; March, 11.22@11.24.

Ocean freights have been more active especially for the Grain and Petroleum interests, and wound up stronger. The demand from the Grain trade has been largely for vessels for late August and September loading.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York—United States currency 6s, 1898, 123; do. 1899, 124; Denver and Rio Grande 1st, 91¾; Col., Cbl. and Ind. Cent. 1st mort. trust certif. ass., 71½; do. 2d, do., 25½; Kansas Pacific 7s, Denver div., trust rec. ass., 102½; Lehigh and Wilkesbarre consol. ass., 71½; do. Inc., 50¾; Chesapeake and Ohio R. R., 7¾; do. 1st pref., 13; do. cur int. def., 20¾; do. 6s, Series B, 43¾; Central of New Jersey 1st consol. ass., 97¾; do. conv. ass. 98¾; do. Adjmt., 198; do. inc., 75; Rome, Watertown and Ogdensburg R. R., 18; do. 7s, consol., 58; Cairo and Fulton 1st, 97; Chicago, St. Paul and Minn. R. R., 33½; do. 1st, 102½; Detroit, Monroe and Toledo 1st, 120; Jefferson 1st, 100½; Delaware and Hudson 1st, Penn. div., 107½; St. Louis and San Francisco 2d, class C, 38; do. B, 42; Nashville, Chattanooga and St. Louis R. R., 89; do. 1st, 103¾; Winona and St. Peter 2d, 105½; Nashville and Decatur 1st, 104½; South Pacific 1st, 97¾; Kansas Pacific Inc. No. 16, 67¾; do. 6s, J. & D., 1896, with coupon certif., 114; St. Louis, Kansas City and Northern 7s, Omaha div., 105¾; do. R. E. 7s, 1895, 105¾; do. St. Charles Bridge 1st, 103; International 1st, pur. com. rec., 84; Louisiana and Missouri River 1st, 109¾; do. 2d, 100; Keokuk and Des Moines 1st, 97; East Tenn. Va. and Ga. 1st, 100; Toledo and Wabash Equip., 40; Chicago, St. Louis and New Orleans 1st, 97; Cincinnati and Spring. 1st, guar. by Lake Shore, 104¾; do. by Clev., Col., Cin. and Ind., 95½; Houston and Gt. Northern 1st, 82½; Toledo and Wabash funded int. consol., 57; Erie and Pittsburgh 7s, consol. 100; Cleveland and Toledo 7s, S. F., 109½; Clev., Col., Cin. and Ind. consol., 102¾; St. Louis, Iron Mt. and Southern R. R. ass., 26½; do. 1st income, 67; New York, Providence and Boston R. R., 125; Joliet and Chicago R. R., 111; Marietta and Cincinnati 1st pref., 3; Louisville and Nashville R. R., 56; Missouri, Kansas and Texas R. R., 14¾; do. 7s, consol. S. F. ass., 70; do. 2d, 30¾; Rensselaer and Saratoga R. R., 101¾; Ind., Cin., and Laf. R. R., 3; Frankfort and Kokomo R. R., 28¾; do. 1st, 91½; New Jersey Southern R. R., 6; Am. Dist. Tel., 60;

Sutro Tunnel, 4½; Homestake Mining, 38; Standard consol., 29½; Canton Co., 41; Georgia 6s, 108; South Carolina 6s, non fund., 2½; North Carolina 6s, special tax 1st class, 2½; do. 6s, old, J. & J., 25½; Louisiana 7s, consol., 45½; Tennessee 6s, old, 34½; do. new, 81; Missouri 6s, 1887, 105; do. 1886, 104½; Virginia 6s, old, 29; Ohio 6s, 1881, 108; Virginia 6s, ex mat. coup., 55½; Quebec 5s, 1908, 101½. The latest quotations are: Adams Express, 106@106½; American Express, 47½@48; Atlantic and Pacific Telegraph, 35@35½; Central Railroad of New Jersey, 51½@52; Chicago, Burlington and Quincy, 116@116½; Chicago and Alton, 85@86½; do. pref., —@115; Chicago and Northwestern, 69½@69¾; do. pref., 97½@97¾; Chicago, Milwaukee and St. Paul 55½@57½; do. pref., 93½@93¾; Chicago, Rock Island and Pacific, 139½@139¾; Cleveland, Columbus, Cincinnati and Indianapolis, 51@52; Cleveland and Pittsburg, 99½@99¾; Delaware and Hudson Canal, 47½@47¾; Delaware, Lackawanna and Western, 58½@58¾; Erie, 27½@27¾; do. pref., 52@52½; Hannibal and St. Joseph, 20½@20¾; do. pref., 42¾@43; Illinois Central, 88½@88¾; Kansas Pacific, 58@—; Lake Shore and Michigan Southern, 76@76½; Michigan Central, 78½@78¾; Morris and Essex, 90@90½; N. Y. Central and Hudson River, 118½@118¾; New York and Harlem, 154@157; Ohio and Miss., 15½@15¾; do. pref., 40@—; Pacific Mail, 14½@14¾; Panama, 150@152; Pittsburg, Ft. Wayne and Chicago, 109½@109¾; Quicksilver, 14½@15½; do. pref., 37@38; St. Louis, Kansas City and Northern, 17@—; do. pref., 47½@—; Union Pacific, 76@76½; U. S. Express, 47½@48½; Wells Fargo Express, 97@98; Western Union Telegraph, 89½@90; Wash-bash, 35½@36

Philadelphia.—Western Pennsylvania 6s, 103; Philadelphia and Reading R. R. Income 7s, 69; do. scrip, 67½; do. 6s, 1843-80, 103; Am. S. S. Co., 6s, 100½; Erie and Western Transp. 6s, 100½; Pennsylvania Canal 6s, 75; Northern Central 6s, 66; Belvidere Delaware 2d mort., 107½; Oil Creek 1st mort., 83; Allegheny County 5 per cent scrip, 92; West Chester and Philadelphia 7s, 116; Allegheny Valley 7s, 100; Susq. Coal 6s, 99; Union and Titusville 7s, 50; Philadelphia and Trenton R. R., 145; People's Passenger R. R., 21; St. Paul and Duluth R. R., 12; do. pref., 40½; Philadelphia, Germantown and Norristown R. R., 104½; Spruce and Pine Sts. R. R., 51; Central Transp., 44½; Nesquehoning Valley R. R., 55; Cincinnati 7.30s, J. & J., 114; Pittsburg Avenue, 7s, A. & O., 107. The latest quotations are: City 6s, —@116; do. free of tax, 120½@120¾; Pennsylvania State 6s, 2d series, 99½@—; do. 3d series, 106@108; do. 5s, new loan, 111@111½; Philadelphia and Reading, 19@19½; do. Gen'l mort. 7s, coup., 110½@111½; do. reg. 111½@112½; do. mort., 6s, 1880, 103@—; do. 7s, new conv., 67½@68; do. 7s, 1893, 117½@120; United New Jersey R. R. and Canal Co., 144½@145; Pittsburg, Titusville and Buffalo R. R., 5½@5¾; do. 7s, 30@30½; Camden and Amboy mort. 6s, 1889, 112½@112¾; Pennsylvania R. R., 40½@40¾; do. 1st mort., 108@108½; do. gen'l mort., coupon, 114@—; do. reg., 116@—; do. consol. mort. 6s, reg., 109@—; Little Schuylkill R. R., 46@47; Morris Canal, 33@60; do. pref.,

130@140; Susq. Canal, 5½@8; do. 6s, 32@33; Schuylkill Nav. 4¾@5; do. pref., 9½@9¾; do. 6s, 1882, 74½@75; do. 1872, 102@102½; Elmira and Williamsport pref., 45½@—; do. 7s, 111@112; do. 5s, 80@—; Lehigh Coal and Navigation, 24½@24¾; do. 6s, 1884, 109½@—; do. R. loan, 110@110½; do. Gold Loan 102½@102¾; Northern Pacific 13¾@14; do. pref., 44@44½; North Pennsylvania, 45@47; do. 6s, 108@108½; do. 7s, 119@119½; do. Gen'l mort. 7s, reg., 114½@115; Philadelphia and Erie, 9@10; do. 6s, 105½@107; do. 7s, 106½@112; Minehill, 52½@—; Catawissa, 11@12; do. pref., 42¾@43¾; do. new pref., 40½@41½; do. 7s, 1900, 112½@—; Lehigh Valley 41¾@42; do. 6s, coupon, 114@116½; do. reg., 115@116; do. 7s, reg., 122½@124; do. consol., mort., 106½@107½; Fifth and Sixth streets (horse), 105@110; Second and Third, 87½@88½; Thirteenth and Fifteenth, 59½@61; Spruce and Pine, 50½@51½; Green and Coates, 88½@89½; Chestnut and Walnut, —@75; Hestonville, 16¼@16¾; Germantown, 60@64; Union, 75@85; Lombard and South, 15@20; West Philadelphia, 75@76; People's, 20½@21; Ridge Av., 77½@—; Seventeenth and Nineteenth, —@64.

Baltimore.—Marietta and Cincinnati 1st mort. Sterling, 87; Canton 6s, 102; Baltimore and Ohio 2d pref., 100½; do. scrip, 114½; Virginia Peelers, 32½; Baltimore City 5s, 1894, 109¾; do. 5s, 1916, 110¾; do. 6s, 1890, 115¾; do. 1900, 116¾; do. 1902, new, 116½; Norfolk Water 8s, 117. The latest quotations are: Cincinnati and Baltimore, 7s, 100@—; Richmond and Danville 1st mort., 1880, —@97; Pittsburg and Connel-laville 7s, 1898, 108½@110; Baltimore and Ohio, 114½@115½; do. scrip 115@—; do. 6s, 1880, 110@—; do. 1885, 108¾@109; Northern Central, 17@17½; do. 6s, 1885, 108@109; do. 6s, 1900, 109@—; do. 6s, 1900, gold, 103@—; Marietta and Cincinnati 1st mort. 1892, 91@92; do. 2d mort. 7s, 89@89½; do. 3d mort. 8s, 15½@16; Central Ohio, 81¼@84¼; do. pref., 48@48; do. 1st mort., 107½@108; Western Maryland 2d mort. pref., 92@—; do. 2d mort., guar. by Washington Co., 107@—; Virginia and Tennessee 2d mort. 6s, 97@—; do. 3d mort. 8s, 108@—; Orange and Alexandria 1st mort., 99@102; do. 2d mort. 6s, 92½@95; do. 3d mort., 60@—; do. 4th mort. 8s, 30@33; Orange, Alex. and Manassas 7s, 63@65; Baltimore 6s, 1884, 108@—; do. 1886, 109@—; do. 1886, new, 110@111; do. 1890, 115½@115¾; do. 1892, 115@115¾; do. 1900, 116@—; do. 1900, new, 117@—; do. 1902, 116½@—; do. 1902, new, 116@116½; do. 6s, exempt, 118@120; do. 5s, 1894, 109½@110; do. 5s, 1916, 110½@110¾; Maryland Defense 6s, 1883, 108½@—; do. 6s, exempt, 113@116; do. 6s, 1890, 108@—; do. 5s, 100@—; Virginia consol. 6s, 56½@56¾; do. 2d series, 32@33; Virginia Consol. coupons, 78¾@79; Virginia 10-40 bonds, 49¾@49¾; West Virginia def. certif., 6½@6¾; Baltimore City Passenger R. R., 35½@—; Canton Co., —@50; do. gold 6s, 101½@102½; Union R. R., Canton end., 108@—; Marietta and Cincinnati 1st mort. Sterling, —87½@—; Santa Clara Mining Co., 5@9; George's Creek Coal, 60@—; Atlantic Coal, 0.77@0.80.

Boston.—Boston and Lowell 5s, 101½; Kansas City, St. Joseph and Connel Bluffs R. R., 15; do. 7s, 98½; Kansas City, Lawrence and South-

ern 4s, 72½; Portsmouth, Gt. Falls and Conway R. R., 8; do. 4s, 75; Detroit, Lansing and North-ern R. R., 99; do. 7s, 110; Atchison and Nebras-ka 104; Indianapolis, Cincinnati and Lafayette R. R., 1½; do. pref., 6¼; Kansas City, Fort Scott and Gulf R. R., 8; Burlington and Missouri River in Nebraska 6s, non-exempt, 101¾; Old Colony 6s, 109½; Rutland pref., 14; do. 8s, 80; Detroit and Bay City 8s, 1902, guar., 108; Sandusky City and Indiana 7s, 1887, 100; Grand River Valley 8s, 1879, 100½; do. 1886, 105¾; Iowa Falls and Sioux City R. R., 50; Boston, Revere Beach and Lynn R. R., 91¾; Manchester and Lawrence R. R., 139½; Connecticut and Passumpsic Rivers R. R., 45; Highland Horse R. R., 105; Chesire R. R., 29; Chicago, Iowa and Nebraska R. R., 131¼; Cedar Rapids and Missouri River R. R., 100¼; Boston Land, 3½; Boston Water Power Co., 17½; New Hampshire State 6s, 116½; Chi-cago 7s, 1884, 106¾; Boston 4s, 1899, 100¾@101¼; Quebec 5s, 1908, 100¾; St. Louis City 6s, 1880, 100¾@101¾; do. 1882, 102¼; do. 1893, 107; Bangor 6s, 1905, 110¾; Toledo 8s, 1880, 102; do. 1881, 104½; do. 1893, 116¾; St. Paul 7s, 1899, 112¾; Cincinnati 7.30s, 1906, R. R., 112½; St. Louis County 6s, 1893, 107.

☞ All the outstanding United States Ten-Forty bonds mature this month—\$10,000,000 mat-ured on the 9th, and \$160,000,000 on the 18th, and \$23,568,300 will mature on the 21st. These bonds were called on the 9th, 18th and 21st of April last, and comprise all that were subject to call at that time. There are no bonds now sub-ject to call.

☞ McMahon & Green, contractors, of Staun-ton, Va., have taken a contract to resume work on the Big Sandy bridge, and to construct an-other bridge a short distance from the Big Sandy. This is the first result of the recent Kentucky railroad negotiations. The Elizabethtown, Lex-ington and Big Sandy Railroad will be an extension of the Chesapeake and Ohio Railway.

☞ A new railroad, eight miles in length, is to be built from New Bloomfield, Perry county, Penn., to a point on the line of the Pennsylvania Railroad. The object to be accomplished by building this branch line is to furnish an outlet for rich beds of iron ore. It is expected that the road will be completed by the first of October.

☞ The arrears of general taxes for 1878-79 now due the District of Columbia is \$383,677 52, and of personal taxes for the same year \$74,838 60. The total amount of overdue real taxes on the books of the District since 1845 is \$1,263,222 66, and of personal taxes \$238,392 58.

☞ The New York State Treasurer reports the amount to the credit of the State July 1, in various deposit banks, at \$4,175,675, of which \$1,051,291 belonged to the canal fund.

☞ An engineer corps is now engaged in sur-veying a route for the proposed Charlottesville and Rapidan railroad, between Orange Court House and Charlottesville, Virginia.

☞ The southern extension of the Atchison, Topeka and Santa Fe road to Las Vegas, New Mexico, 118 miles south of Colorado, has just been completed and is now open for traffic.

NATIONAL AND STATE SECURITIES.

Marked (*) signifies "Interest not paid."	Amounts outstanding.	Interest.		When Payable.	Market Price.	Marked (*) signifies "Interest not paid."	Amounts outstanding.	Interest.		When Payable.	Market Price.
		Rate.	Payable.					Rate.	Payable.		
National Securities, July 1, 1879.											
Loan of June 14, 1858.....registered	\$40,000	5	Jan. & July.	1874	104	Maryland (continued):					
Loan of February 8, 1861.....registered	14,099,000	6	Jan. & July.	1880	104	.. State Loans (10-15 year) 1872 to 1878...	\$965,000	6	Jan. & July.	'85-'89	....
.. ..coupon	4,316,000	6	"	1880	104	Massachusetts—(\$31,869,430):					
Oregon War Bonds of March 2, 1861.....coupon	945,000	6	Jan. & July.	1881	104	.. Defenses and Bounty (1863) loans, gold.	1,088,000	5	Jan. & July.	1883	....
Loan of July 17, and Aug. 5, 1861.....registered	182,890,150	6	Jan. & July.	1881	104	.. Defenses and Bounty (1864) loans, stg..	8,833,244	5	May & Nov.	1894	....
.. ..coupon	66,491,200	6	Jan. & July.	1881	104	.. War Loan, (1869) stg.....	6,873,453	5	Jan. & July.	1889	....
Loan of March 3, 1863.....registered	56,382,750	6	Jan. & July.	1881	104	.. Troy & Greenfield R.R. bonds, '58 to '68.	7,056,130	5	"	'88-'93	....
.. ..coupon	18,617,350	6	"	1881	104	.. Troy & Green. R. R. bonds, 1871 to '75.	200,000	5	April & Oct.	'91-'95	....
Loan of March 3, 1864.....registered	96,279,350	6	Mar. & Sept.	1904	....	.. Southern Verm. R. R. bonds, 1860, gold	3,599,024	5	"	1890	....
.. ..coupon	42,145,900	6	"	1904	....	.. B. H. & Erie R. R. Loan, 1868 and 1869.	270,000	5	Jan. & July.	1890	....
Loan of March 3, 1866.....registered	2,551,450	6	Jan. & July.	1887	....	.. Back Bay Land bonds, 1861 and 1862...	700,000	5	May & Nov.	1880	....
.. ..coupon	4,296,150	6	"	1887	....	.. Harbor Improv. (5-20) bonds, 1874 & '76	3,742,280	5	Jan. & July.	'94-'96	....
.. ..registered	7,046,000	6	Jan. & July.	1888	....	.. State Institution bonds, 1874 to 1877 gld.	591,000	6	Various.	'94-'96	....
.. ..coupon	13,056,950	6	"	1888	....	Michigan—(\$826,000):					
Funded Loan July 14, 1870.....registered	264,938,460	6	F. M. A. & N.	1881	102	.. Two Million Loan bonds, 1863....	299,000	6	Jan. and July.	1883	....
.. ..coupon	243,501,950	6	"	1881	104	.. War Bounty Loan bonds, 1865.....	300,000	7	May & Nov.	1890	100
.. ..registered	165,910,750	4	M. J. S. & D.	1891	106	Minnesota—(\$2,575,000):					
.. ..coupon	84,089,250	4	"	1891	106	.. State Buildings Loan bonds, 1869 & 1873.	300,000	7	Jan. & July.	'79-'83	....
.. ..registered	419,280,550	4	J. A. J. & O.	1907	102	.. Railroad (1858) Loans.....	2,275,000	7	June and Dec.	1887	....
.. ..coupon	247,749,400	4	"	1907	102	Missouri—(\$1,917,000):					
Refunding certificates of Feb. 28, 1879.....	12,838,210	4	"	....	....	.. State Debt Proper, 1865 and 1866.....	439,000	6	Jan. & July.	1883	103
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	4	"	....	....	.. Consolidation bonds, 1868.....	2,727,000	6	"	'88	105
Debt matured and without interest.....(var.)	37,015,830	....	"	....	....	.. State Institutions, etc. bonds, 1872 to '74	401,000	6	"	1892	105
Debt bearing no interest.....	410,885,742	....	"	....	....	.. Funding Bonds, 1874.....	1,104,000	6	"	1894	107
Pacific R. R. Bonds (registered).....(currency)	64,623,512	6	Jan. & July.	'95-'99	124	.. Renewal (Act, March 29, 1875).....	4,350,000	6	"	'91-'97	....
						.. Railroad Aid (1864-1869) Bonds.....	7,796,000	6	"	'79-'90	103
						.. Han. & St. Jo. R. R. Loans (& renewals,	8,000,000	6	"	'87-'96	104
State Securities, latest dates.											
Alabama—(\$12,406,000):						Nebraska—(\$549,267):					
.. Substitution (A) bonds; July 1, 1876...	7,000,000	2	Jan. & July.	1906	46	.. State (Act Feb. 7, 1877) bonds.....	549,267	8	April & Oct.	1897	....
.. Substitution (B) bonds; R. R. do.....	595,000	5	"	1906	74	Nevada—(\$540,000):					
.. Substitution (C) bonds; Ala. & Oh. R.R.	1,000,000	2	"	1906	54	.. State Bonds, 1871.....	160,000	10	Various.	'81-'82	....
.. Funded obligations, July 1, 1874.....	1,000,000	8	"	1884	40	.. Territorial bonds, 1877.....	380,000	10	Mar. & Sept.	1887	....
Arkansas—(\$14,211,128):						New Hampshire—(\$3,573,550):					
.. Funding bonds, 1869 & 1870.....	3,202,000	6	Jan. & July.	1899	5	.. War Loan Bonds, 1864.....	600,000	6	Jan. & July.	'84-'89	116
.. Levee Warrants or bonds of 1871.....	1,988,773	7	"	1900	....	.. Municipal Equalization bonds, 1872....	2,206,100	6	"	'82-'05	....
.. Ten-year (act of May, 1874) bonds.....	253,200	10	"	1884	....	.. State bonds, 1873.....	500,000	6	"	'79-'80	....
.. Sinking-fund (act of Dec. 1874) bonds....	375,000	6	"	1900	1	New Jersey—(\$2,076,300):					
.. Railroad Aid (1869 and 1870) bonds.....	5,150,000	7	April & Oct.	1900	1	.. War Loan (tax free) bonds, 1861-1863...	1,500,900	6	Jan. & July.	'80-'90	....
California—(\$3,396,500):						.. War Loan (taxable) bonds, 1864.....	595,400	6	"	'97-'02	....
.. Relief bonds, 1870 and 1872, gold.....	95,500	7	Jan. & July.	1883	....	New York—(\$9,276,000):					
.. State Capital bonds, 1870 & 1872, gold...	500,000	7	"	1885	....	.. Canal Stock (1872-75) registered.....	7,276,000	6	Jan. & July.	'83-'93	107
.. Funded Debt bonds, 1873, gold.....	2,801,000	6	"	1893	....	.. Canal Stock (1874) registered.....	2,000,000	6	April & Oct.	1892	120
Connecticut—(\$4,907,650):						North Carolina—(\$24,098,845):					
.. War Loan bonds (20-yr), con. & reg.....	877,000	6	Jan. & July.	1883	105	.. Refunded (Act Feb. 1879) bonds.....	5,378,200	4	"	1909	....
.. War Loan bonds (20-yr), coup. & reg.....	1,318,550	6	"	1884	....	.. Railroad & Improvement (old) bonds.	3,359,000	6	J. A. J. & O.	'79-'98	25
.. War Loan bonds (20-yr), tax free, c. & r.	1,741,100	6	April & Oct.	1885	....	.. Railroad & Improvement (new) bonds	3,883,600	6	"	'71-'98	15
.. Coupon bonds (10-20 yr).....	1,031,000	5	May & Nov.	'87-'97	....	.. Funding (new) bonds.....	11,536,000	6	"	'92-'95	2
Delaware—(\$1,119,000):						.. Special tax bonds.....	11,536,000	6	April & Oct.	'98-'99	2
.. State bonds to railroads, etc.....	1,119,000	6	Jan. & July.	'85-'91	....	Ohio—(\$6,472,640):					
District of Columbia—(\$22,713,100):						.. Reg. (1860) Loans, pay. after Jan. '81..	4,072,640	6	Jan. & July.	1881	103
.. Improvement (gold) bonds, 1872.....	3,995,000	6	Jan. & July.	1891	....	.. Reg. (1866) Loans, pay. after Jan. '86..	2,400,000	6	"	1886	107
.. Improvement (cur.) bonds, 1873.....	670,000	7	"	1891	....	Oregon—(\$317,491):					
.. Funding bonds, 1874, (guar. by U. S.)...	13,743,250	3.5	Feb. & Aug.	1924	87	.. War, Bounty and Canal bonds.....	317,491	7	Jan. & July.	'80-'84	....
.. Washington Funding, gold, 1872.....	660,000	6	May & Nov.	1902	....	Pennsylvania—(\$23,268,850):					
.. Washington Funding, gold, 1872.....	1,160,000	6	Jan. & July.	1892	....	.. Registered bonds, 1877, tax free.....	8,000,000	5	Feb. & Aug.	1902	....
Florida—(\$6,276,100):						.. Registered (15-25 year) bonds, tax free...	2,000,000	4	"	1904	....
.. Sinking Fund bonds, 1871.....	350,000	7	Jan. & July.	1891	....	.. Con. & Reg. (1862) bonds, part 41, gold.	472,000	5	Jan. & July.	1882	....
.. Consolidated (gold) bonds, 1873.....	623,100	6	"	1903	....	.. Registered stock (1867) Loan.....	11,472,600	6	Feb. & Aug.	'77-'82	....
.. Consolidated (gold) bonds, 1873.....	200,000	7	"	1903	....	.. Registered stock (1867) Loan.....	814,350	5	"	'77-'92	113
.. Railroad Loan bonds, 1870, gold.....	4,000,000	6	"	1890	....	Rhode Island—(\$2,544,000):					
Georgia—(\$16,197,300):						.. War Loan bonds, 1862 & 1863.....	1,175,000	6	Various.	'82-'83	....
.. Atl. & Gulf R. R. bonds, 1858-66.....	800,000	6	Feb. & Aug.	'81-'88	103	.. War Loan bonds, 1863 and 1864.....	1,369,000	6	Various.	'93-'94	112
.. W. & A. R. R. Renewal bonds, 1866.....	3,800,000	7	Jan. & July.	1886	....	South Carolina—(\$.....):					
.. Gold bonds, (Act Sept. 16, 1870).....	2,097,000	7	J. A. J. & O.	1880	111	.. State House Stock (1856-61) gold.....	289,172	6	Jan. & July.	'77-'80	....
.. State bonds, (Act Jan. 18, 1872).....	307,500	7	Jan. & July.	1892	....	.. State House bonds (1853-54).....	192,000	6	"	'71-'80	....
.. Funding bonds, (Act Feb. 19, 1873).....	800,000	8	April & Oct.	'75-'86	....	.. Funding bonds and stock (1866) gold.	238,933	6	"	'87-'97	16
.. Exchanged Coup. (endor. bonds) 1876....	542,000	7	Jan. & July.	1896	110	.. Blue Ridge R. R. bonds (1854) gold....	469,000	6	"	'75-'79	....
.. Exchange (endorsed bonds) 1877.....	2,298,000	6	"	1889	....	.. Funding bills receivable (1865) gold....	72,000	6	April & Oct.	1888	15
.. Funding (1879) bonds.....	500,000	4	January.	1885	....	.. Funded Interest (1868) gold.....	149,000	6	"	1888	....
Illinois—(\$808,742):						.. Funded Bank bills (1863) gold.....	242,350	6	Jan. & July.	1888	15
.. Bonded Stock bonds, 1847.....	357,442	6	Jan. & July.	1880	....	.. Conversion stock and bonds (1869) gold	451,000	6	"	1889	....
.. Chicago Relief bonds, 1871.....	250,000	6	"	1881	....	.. Land Commission bonds ('69-'79) gold	15,000	6	"	'89-'90	40
Indiana—(\$4,614,783):						.. Fire Loan (1838) bonds, tg.....	481,944	5	J. A. J. & O.	1888	....
.. Loan (1876) bonds.....	200,000	6	June & Dec.	1879	....	.. Fire Loan Stock, 1838, gold.....	181,780	6	"	1888	....
.. Loan (1879) bonds.....	510,000	5	April & Oct.	'84-'89	....	.. Relief (State Treasury) bonds, 1869....	7,000	7	Jan. & July.	1889	16
Iowa—(\$300,000):						.. Reduction Public Debt stock 1873...	241,257	6	"	1883	....
.. War and Defense bonds, 1861.....	300,000	7	Jan. & July.	1881	....	.. Consolidated bonds, 1873.....	4,023,000	6	"	1893	....
Kansas—(\$1,209,176):						.. Consolidated stock, 1873.....	149,254	6	"	1893	....
.. Funding, etc., bonds, 1861 to 1869.....	101,175	6	July.	'83-'84	....	.. Railroad bond endorsements.....	4,797,608	var	Various.	var.	....
.. Coupon bonds, 1861 to 1876, various....	736,000	7	Jan. & July.	'79-'90	....	Tennessee—(\$24,111,300):					
.. Military Loan bonds, 1864 to 1869.....	289,000	7	"	'84-'90	....	.. Funding (new) bonds, 1873, coupon...	4,867,000	6	Jan. & July.	1914	31
Louisiana—(about \$15,000,000):						.. Funding (new) bonds, 1873, registered.	14,055,000	6	"	'75-'90	30
.. Orleans (Act Jan. 21, 1874).....	11,777,100	7	Jan. & July.	1914	46	.. Funding (new) bonds, 1873, registered.	292,300	5	"	'75-'90	....
.. Loan to N. O. & P. R. R. ('78) \$2,000,000						T					

American Steam Gauge Company.

The annual meeting of the American Steam Gauge Company for the election of officers and the transaction of other business was held this morning on board the steamer Empire State, on her trip to the Isle of Shoals. The following officers were elected: President, J. C. Blaisdell; Treasurer, E. Burt Phillips; Clerk, W. H. Warner; Directors, J. C. Blaisdell, E. B. Blaisdell, A. F. Mowry, H. K. Moore, B. L. Burt.

The Treasurer, Mr. E. Burt Phillips, announced that the net earnings for the year were twelve per cent, and declared a dividend of 6 per cent, which was paid to all the stockholders then present on the boat. At the conclusion of the meeting the stockholders, with their families and invited guests, set down to an elegant banquet.—*Boston Journal*, 15th.

Tide Water Receipts.

The quantity of flour, wheat, corn and barley left at tide water from the commencement of navigation to the 7th inst., inclusive, during the years 1878 and 1879, was as follows:

Flour, bbls.	Wheat bush.	Corn bush.	Barley, bu.
1878..2,400	8,390,500	8,023,800	281,800
1879..2,000	3,491,600	4,185,900	15,700

Dec. 400 De.4,898,900 De. 3,837,900 Dr. 286,100

By reducing the wheat to flour the quantity of the latter left at tide water this year, compared with the corresponding period last year, shows a decrease equal to 980,180 barrels of flour.

The following comparative table shows the quantity of some of the principal articles of produce left at tide water from the commencement of navigation to and including the 7th of July, in the years indicated:

	1877.	1878.	1879.
Canal opened.... May 8.	April 15.	May 8.	
Flour, bbls.....	2,300	2,400	2,000
Wheat, bush.....	1,361,800	8,390,500	3,491,600
Corn, bush.....	4,111,100	8,023,800	4,185,900
Barley, bush.....	310,700	281,800	15,700
Rye, bush.....	138,100	667,900	619,500
Oats, bush.....	728,200	1,860,000	301,600
Malt, bush.....	175,800	110,600	146,200
Feed, lbs.....			477,000

Commerce of New York.

The foreign imports at New York for the month of June, 1879, are officially stated as follows:

	1878.	1879.
Entered for consumpt'n.	\$8,712,976	\$9,787,563
Do. for warehousing....	6,881,470	6,171,554
Free goods ..	6,822,850	6,528,823
Specie and bullion....	1,149,765	1,033,938

Total entered at port...\$23,567,061 \$23,471,878
Withdrawn fr. wareh'ise 4,745,176 4,985,788

The foreign imports at New York for six months from January 1, were:

	1878.	1879.
Entered for consumpt'n	\$65,004,142	\$71,661,547
Do. for warehousing ..	36,003,330	36,564,348
Free goods ..	40,349,416	44,281,689
Specie and bullion	13,045,765	5,452,938

Total entered at port...\$154,402,593 \$157,960,522
Withdrawn fr. wareh'ise 33,009,588 30,863,277

The foreign imports at New York for twelve months of the fiscal year, were:

	1878.	1879.
Entered for consumpt'n.	\$137,243,204	\$141,441,227
Do. for warehousing...	74,962,245	67,817,409
Free goods ..	83,552,006	86,427,954
Specie and bullion	20,690,945	11,558,206

Total entered at port...\$306,448,400 \$306,744,796
Withdrawn from ware-house .. 80,765,471 66,639,457

The following is a description of imports at New York for the year ending June 30:

	1878.	1879.
Dry goods	\$74,717,081	\$79,606,048
General merchandise..	211,040,424	215,680,542
Specie and bullion....	20,690,945	11,558,206

Total imports\$206,448,400 \$306,744,796

The duties received at New York for twelve months ending with June, were:

	1878.	1879.
July	\$7,132,747 46	\$8,103,513 74
August	10,018,122 33	10,149,191 69
September	9,068,929 44	9,080,936 88
October	8,392,221 85	8,349,904 94
November	6,585,108 84	6,712,339 94
December.....	5,815,558 74	6,175,359 48
January	7,154,924 85	7,655,552 67
February	7,914,953 48	8,229,862 06
March	8,571,501 20	9,330,895 68
April	7,696,243 39	8,184,797 88
May	6,527,083 58	7,577,733 93
June	5,957,135 22	7,198,779 44

Total.....\$80,834,531 38 \$96,749,168 28

The exports from New York to foreign ports in the month of June, were:

	1878.	1879.
Domestic produce.....	\$26,864,469	\$25,818,077
Foreign free goods	269,832	94,159
Do. dutiable.....	527,750	827,941
Specie and bullion....	778,988	2,588,431

Total exports.....\$28,441,039 \$28,828,608

Do. exclusive of specie. 27,662,051 26,240,177

The exports from New York to foreign ports for six months ending with June, were:

	1878.	1879.
Domestic produce.....	\$166,963,975	\$154,686,268
Foreign free goods.....	1,843,843	1,367,272
Do. dutiable.....	3,050,424	2,404,439
Specie and bullion....	9,297,193	11,494,978

Total exports\$181,155,435 \$169,952,957

Do. exclusive of specie. 171,858,242 158,457,979

The exports from New York to foreign ports for the fiscal year ending June 30, were:

	1878.	1879.
Domestic produce.....	\$327,542,948	\$527,929,161
Foreign free goods....	2,743,251	2,803,258
Do. dutiable.....	6,520,576	5,281,618
Specie and bullion....	15,242,864	15,305,573

Total exports.....\$352,049,639 \$351,319,610

Do. exclusive of specie. 336,806,775 336,014,037

Railroad Taxation in New Hampshire.

The following is a statement of the amount of tax assessed upon the several railroad corporations in New Hampshire for the year 1878:

Ashuelot	\$1,756 66
Atlantic and St. Lawrence.....	5,627 83
Boston, Concord and Montreal.....	16,692 07
Boston and Maine.....	14,756 52
Cheshire	9,613 33
Concord	28,519 27
Concord and Claremont	1,381 83
Concord and Portsmouth	6,946 01
Dover and Winnipiseogee.....	7,633 93
Eastern.....	3,990 92
Fitchburg.....	170 50
Manchester and Lawrence.....	19,550 17
Manchester and North Weare.....	1,593 95
Nashua and Lowell.....	3,293 94
Northern	31,646 42
Portsmouth, Great Falls and Conway.	1,605 34
Sullivan.....	2,989 11
Wilton	2,896 07
Worcester and Nashua	1,414 47

These nineteen railroads are assessed in the aggregate \$161,578 34. Of this sum \$86,710 46 is distributed to towns, while the balance, \$74,867

88, becomes revenue to the State. The non-appearance of some railroads is accounted for from the probability that the taxes on them are paid by the railroad corporations to which they are leased.

James River and Kanawha Canal.

The negotiations for the sale of the works, property and franchises of the James River and Kanawha Canal Company to the Richmond and Allegheny Railroad Company are at an end. The latter company have failed to make the cash payment and the deposit of bonds as required by act of the Virginia Legislature. Under a supplemental bill, passed by the same Legislature at its last session, the president of the canal company announces his readiness to make negotiations and receive propositions for the construction of a road similar to the one contemplated by the Richmond and Allegheny Railroad Company. In the meantime the canal has been fully restored to Lexington, Va., and virtually restored to Buchanan.

The Salisbury Railroad, running from Meyer's Mill on the Pittsburg and Connellville to Salisbury, a distance of 8 or 9 miles, lately defaulted in the payment of interest on \$126,000 of its bonds, but as a meeting of the managers has since been held, at which it was decided to build a branch one-and-a-quarter miles, which will open their new collieries, and to extend the main road two miles, for the purpose of reaching two additional collieries, it would appear that its embarrassment will not be of a permanent nature. The stock and bonds of the company are mostly owned by its managers. The road was built to open up the Salisbury coal basin, and will in a short time become a valuable feeder to the Baltimore and Ohio Railroad.

The officers of the Metropolitan (F street) Railroad Company, of Washington, D. C., are: J. W. Thompson, President; W. Thompson, Vice-President; and W. W. Moore, Secretary and Treasurer. The directors are: L. Clephane, A. H. Herr, T. D. Tullock, Chas. Bradley and D. F. Robinson.

The Cincinnati, Washington and Columbus Railroad was sold at Mt. Sterling, Ohio, on the 5th inst., and purchased for the bondholders for \$10,500, subject to a preferred claim of \$6,700. As soon as the sale is confirmed the road will be reorganized and put upon a paying basis.

George Revett has been appointed Receiver of the Dayton, Sheridan and Grand Ronde Railroad, who, after executing a bond in the sum of \$50,000, took possession of the road and is now in charge. The total liabilities of the road will reach \$160,000.

It is stated that the Philadelphia and Reading Railroad Company has promptly met its liabilities for July, the critical point of the year, and expects to find no difficulty attending its financial arrangements. The company claims to be comparatively easy.

W. C. Quincy, General Manager of the Pittsburg and Lake Erie Railroad, has been appointed Receiver of the New Castle and Franklin Railroad Company.

The Coal Trade.

The total tonnage of anthracite coal from all the regions for the week ending July 5, as reported by the several carrying companies, amounted to 403,479 tons, against 153,467 tons in the corresponding week last year, an increase of 250,012 tons. The total amount of anthracite mined for the year is 12,172,244 tons, against 7,030,008 for the same period last year, an increase of 5,142,236 tons. The quantity of bituminous coal sent to market for the week amounted to 25,837 tons, against 67,130 tons in corresponding week last year, an increase of 31,293 tons. The total amount of bituminous mined for the year is 2,199,284 tons, against 1,489,152 tons for corresponding week last year, an increase of 709,932 tons. The total tonnage of all kinds of coal for the week is 429,316 tons, against 220,567 tons in corresponding week last year, an increase of 208,749 tons, and the total tonnage for the coal year is 14,371,528 tons, against 8,519,160 tons to same date last year, an increase of 5,852,368 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the first week of July was 90,760 tons, of which 68,501 tons were coal, and 22,259 tons coke. The total tonnage for the year thus far has been 2,909,524 tons, of which 2,219,544 tons were coal and 679,980 tons coke. These figures embrace all the coal and coke carried over the road east and west. The shipments of bituminous coal from the mines of the Cumberland coal region for the week ending July 5th were 33,438 tons, and for the year to that date 742,100 tons, an increase of 61,250 tons as compared with the corresponding period of 1878. The shipments to the Baltimore and Ohio Railroad for the week were 17,131 tons, for the year 448,288 tons, an increase of 42,473 tons, as compared with 1878. The shipments to the Pennsylvania Railroad were, for the week, 1,972 tons, for the year 81,822 tons, an increase of 31,910 tons as compared with last year. The shipments by the Chesapeake and Ohio Canal for the week were 14,335 tons, and for the season 211,990 tons, a decrease of 13,148 tons as compared with last year. The Reading Railroad Company reports a coal shipment for the week ending on Saturday evening last of 172,000 tons, of which 70,500 tons were sent to Port Richmond, and 69,800 tons were shipped thence.—*Phila. Ledger*, July 12.

Model Locomotives.

The history of the locomotive is an exceedingly short one, but nevertheless rapid strides have been made toward perfection in its construction, and particularly by our own American manufacturers. In 1830 the first locomotive ever made in the United States was built at the West Point foundry, and weighed but four tons. The progress from that time down to the present is best exemplified by the model locomotives described below, which are supposed to represent in the highest degree all that it is possible to concentrate in the particular classes of locomotives which they represent, and to do the work that is expected of them.

At the present time three classes of locomotives are attracting the principal attention of railroad managers who are fully alive to the importance of adopting the best motive power that can be obtained, in order to meet the prevailing demand for cheapness in transportation.

One class comprises the standard American eight wheel locomotive, with four driving wheels and four truck wheels. This class of locomotives are used upon all our railroads for passenger service, and upon most of them for freight service. Next comes what are called the Moguls, which differ from the class described above in having six driving wheels and only a two-wheeled truck forward, called a pony truck. In this class of engines six-sevenths of the weight is placed upon the driving wheels, thus increasing the tractive power, but at the same time not bearing upon the truck with the same force, wheel for wheel, that the so called American engine does. These locomotives are great favorites with many of our first

class roads, which prefer them to the class to be hereafter described. The Fitchburg Railroad has about a dozen locomotives of this class that run through the Hoosac Tunnel upon their freight trains. The New York and New England Railroad have also lately purchased several locomotives of this class, weighing 42 tons each.

The other class to be mentioned, the consolidation pattern, differs from the others in that it has eight driving wheels besides a pony truck similar to that in use upon the Mogul engines. The advantages of this description of locomotives are due to the fact that an increase of the weight of the engine can be made without increasing the weight upon each pair of wheels above what is considered a maximum load for the rails. In some cases ten driving wheels have been used. This class of powerful locomotives are in general use upon some of the roads in the Middle States where the traffic is large and the grades heavy, notably upon the Pennsylvania Central. The fact that that great railroad is able to handle its freight traffic at a cost of less than half of what it costs our own railroads here in Massachusetts to handle their freight business, warrants us in arriving at the conclusion that our railroads are behind the times in respect to locomotive power.

It was our purpose when commencing to call the attention of our New England railroad managers to the locomotive power to be placed upon the Boston, Hoosac Tunnel and Western Railroad, which is now nearing completion upon that portion of its route destined to give the Erie Railway a connection with the Tunnel and the city of Boston.

Below will be found a short description of two classes of locomotives that are to find employment upon this important connection of the Tunnel. As the railroad is a new one, its managers have been enabled to adopt all the latest improvements, from whatever source, untrammelled by any many legends of the past. For their passenger service they have lately received from the builders, the Taunton Locomotive Works, a locomotive of the standard American pattern; four driving wheels coupled, weighing 38¾ tons, ready for service. Of this weight 27½ tons are upon the driving wheels, tender weighing 28 tons, including fuel and water. The boiler is 48 inches inside diameter and contains 170 two-inch tubes 11 feet 6 inches long, fire box 9 feet 10 inches long. The water space on the sides of the fire box is 3½ inches, 8 inches at the back and 4 inches at the front. The boiler is made of steel plates, the outer shell being ¾ inches in thickness, with the exception of several sheets, which, owing to their position, are 7-16 inches in thickness. The side and back plates of the fire box are 5-16 inches thick, crown sheet ¾ and the flue sheet ½ inch, all of Nashua steel. Cylinders 19 inches in diameter, with a 24-inch stroke. Driving wheels 63-inch diameter, inclusive of the steel tires, which are 8 inches thick. Piston rods, guide bars, main and connecting rods, as well as the tires, are made of Midvale steel.

This engine has no pumps, the feed water being supplied by two Hancock Inspirators, adopted owing to their simplicity and efficiency under any and all circumstances. The piston rod and valve packing used is that made by the United States Metallic Packing Company. The fuel used is an anthracite coal. As the Boston, Hoosac Tunnel and Western Railroad is not yet fully completed and has no occasion to use their heavier locomotives, they are being tried upon other roads in different sections of the country. The one described above has been in use for a few days past upon the Old Colony Railroad, where the rapidity with which it takes the fast steamboat train of that road, with its 12 and 14 heavily loaded passenger cars, over grades of 60 to 70 feet abundantly proves its power and the wisdom of its designers. One feature of this locomotive, to which we recommend the attention of our railroad managers who have the comfort of the traveling public at heart, is the remarkable freedom from smoke and cinders—the banes of travelers by rail—which the adoption of anthracite coal for locomotives will give,

Besides hauling heavy express trains with Pullman cars these engines are to be used upon the opening of the new Erie connection to handle fast live stock trains equipped with stock cars provided with air brakes similar to those in use upon passenger cars. These trains it is proposed to run 25 miles per hour.

For their freight traffic the Boston, Hoosac Tunnel and Western have adopted the consolidated pattern of locomotives. The following description refers to a locomotive of this class constructed at the works of the Dickson Manufacturing Company of Scranton, Pa.; The weight of the locomotive is 50 tons when in running order; tender 30 tons, including coal and water. Of the 99,350 pounds weight of this engine 85,350 pounds are distributed over the eight driving wheels and 14,000 upon the pony truck forward. Of these the three rear pair are equalized together, and the forward drivers with the pony truck, or pilot truck, as it is sometimes called. The cylinders are 20 by 24 inches, boiler constructed of Otis steel 7-16 inches in thickness, 52 inches in diameter, and contains 200 tubes 2 inches in diameter by 11 feet in length, fire box 11 feet by 33½ inches with water tube grating sloping forward, designed for the use of anthracite coal. Instead of pumps two of the Hancock Inspirators are substituted; the piston and valve rods are packed with the United States metallic packing, and both of the locomotives we have described are provided with the most improved steam brakes. We can recommend the managers of our Eastern roads to give these specimens of the model locomotives of to-day a careful examination with a view to their introduction upon some of their heavy graded roads.—*Boston Journal*.

The Chicago Tribune says that a bill of complaint has been filed in the United States Circuit Court for the southern district of Illinois against the St. Louis and Southeastern Railroad Company for the foreclosure of the first mortgages of that portion of the company's railroad lying in the States of Illinois and Indiana. All the complainants reside in Amsterdam, Holland. The road runs from St. Louis to Nashville, Tenn., but, as the Kentucky and Tennessee Division is not considered to be of much value, action has not been brought against that portion of it.

The finance commissioners of the city of Baltimore have decided to fund the coupons of the first mortgage bonds of the Western Maryland Railroad Company and of the second preferred mortgage bonds held by the city. The total amount on July 1st was \$238,455. The bonds will be placed in escrow with the Safe Deposit Company, and the certificates of funding will bear interest at 6 per cent, payable semi-annually. Coupons of the second preferred mortgage bonds held by private parties, and amounting to \$139,000, have already been funded.

The Philadelphia Times says that the Pennsylvania Railroad Company has for some time past been buying up property on Filbert street, (the first north of Market,) between Fifteenth street and the West Philadelphia depot, with a view to building at an early day an elevated railroad, so as to deliver passengers in the heart of the city. Its purchases so far aggregate about one tenth of the property along the route.

The New York, New England and Western Investment Company gives notice to holders of defaulted bonds of the City of Atchison, Kansas, that the government of that city has given it exclusive authority to compromise, settle and

fund the Atchafalpa City debt, and it invites the bondholders to apply to it for the terms of funding into new 7 per cent bonds.

Large Ferry Boat.

The San Francisco Post says that work upon the Central Pacific Company's new monster ferry boat, the Solano, now building at West Oakland, has been pushed ahead so rapidly that it will soon be ready for launching, and then adds:

She is much longer, even, than the City of Peking, and has a greater width of beam than any vessel afloat. Her measurements are as follows: Length, 424 feet; height of sides in center, 18 feet 6 inches; height of ends, 15 feet 10 inches; width over guards, 116 feet. The Solano will have two vertical-beam engines of 60 inch bars and 11 inch stroke, built by the Harlan & Hollingsworth Company, of Wilmington, Del. The wheels are 30 feet in diameter, with buckets having a face of 17 feet. Eight steel boilers, each 28 feet in length, will be provided, and will be made in pairs, with a smokestack to each pair. Four Pratt trusses give a longitudinal stiffness and connect the deck and bottom of the boat in true bridge style. She is a double ender and has four rudders at each end, worked by a hydraulic steering apparatus operated by an independent steam pump. By this improved method of steering she can be handled by one man, where ordinarily three would be required. The engines work independently, each moving one wheel, which will revolve independently of the other. The boilers are placed upon the deck to prevent the escaping steam from rotting the wood. The hold is divided into eleven water-tight compartments, which render her less liable to sink, and, also, strengthen her. Four tracks will be placed upon her decks, which will accommodate 48 freight cars, or 24 passenger coaches. Her slips will be provided with aprons 100 feet in length, which will admit of cars being taken aboard without uncoupling from the engine. The Solano is intended to run between Martinez and Benicia, where slips are being built for her. By this route the distance between this city and Sacramento will be but 85 miles, instead of 140 miles via Livermore, and 151 via San Pablo. It is expected that upon her establishment on the ferry line the Vallejo route will be practically abandoned, only local business being done through it.

The Louisville and Nashville Railroad Company has adopted the Wythe speed recorder, and has given an order for forty more, in addition to those it already has in use.

OFFICE OF THE HOMESTEAK MINING COMPANY, }
No. 31 BROAD-ST., NEW YORK, July 14, 1879.
DIVIDEND NO. 7.—THE REGULAR MONTHLY dividend of Thirty Cents per Share has been declared for June, payable at the office of the Transfer Agents, Wells, Fargo & Co., on the 25th inst. Transfer-books close on the 19th inst.
H. B. PARSONS, Assistant Secretary.

THE LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY COMPANY,
TREASURER'S OFFICE, GRAND CENTRAL DEPOT,
NEW YORK, June 19, 1879.

THE DIRECTORS OF THIS COMPANY HAVE this day declared a dividend of TWO AND ONE-HALF PER CENT. upon its CAPITAL STOCK, payable on the 1st day of August next, at this office. The transfer-books will be closed at 3 o'clock P. M. on SATURDAY, the 28th inst., and will be reopened on the morning of WEDNESDAY, the 6th day of August next.
E. D. WORCESTER, Treasurer.

OFFICE OF THE GREEN MOUNTAIN MINING COMPANY OF CALIFORNIA,
NEW YORK, July 10, 1879.
A DIVIDEND OF FIVE CENTS PER SHARE has been declared out of the earnings for last month, payable at the office of the Company, No. 54 Broad St., on the 25th inst. Transfer books close on the 20th inst. and reopen August 1st.
L. D. CORTRIGHT, Secretary.

Robt. R. Bauer & Co., STOCK AND COTTON BROKERS, 38 Broad and 34 New Sts., (P. O. BOX, 1578.) NEW YORK.

Buy and sell STOCKS in lots of 10 shares and upwards on a margin of one per cent or more. Transactions closed at the market price and settled immediately.

COTTON bought and sold in lots from 20 Bales upwards, commission one point for buying and one point for selling, margin ten points or more. Telegraphic reports from the Cotton Exchange.

MINING STOCKS.—We buy and sell all Mining Stocks dealt in at the N. Y. Mining Exchange on a margin, or for cash.

Correspondence solicited, information given cheerfully.

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Buys and sells on commission for cash, or on margin, Stocks, Bonds, and Miscellaneous Securities. Mining Stock orders executed either in San Francisco or New York.

Correspondence in regard to Mining affairs will receive prompt attention.

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Buy and sell on Commission, for cash or on margin, all securities dealt in at the New York Stock Exchange.

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Securities (in fractional or large quantities) bought and sold on commission; also carried as long as desired on 5 per cent. margin. U. S. Bonds purchased and sold at current market rates free of commission. Advances made on approved collateral at market rates.

Deposits received subject to check at sight. Interest allowed on all daily balances.

Our office is next door to the N. Y. Stock Exchange, which admits of the execution of orders the instant they are received. The senior partner attends each session of the board, and gives this branch of business the advantage of his long experience and most watchful care. Our office is provided with four telegraph indicators for the use of customers, which record all transactions and quotations at the Exchange as soon as made, an important guide for buyers or sellers of Stocks, Bonds and Governments. Orders executed at the London and San Francisco Exchanges.

HAMILTON & BISHOP, Bankers and Brokers, NO. 19 NASSAU ST., N. Y.

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Government and Investment
SECURITIES.

Buy and sell on Commission, for cash or on margin, all securities dealt in at the New York Stock Exchange.

Interest allowed on Deposits, subject to draft at sight.

John H. Davis & Co., BANKERS AND BROKERS, 17 Wall St., New York.

Interest allowed on Temporary and Standing Deposits.

Stocks and Bonds bought and sold on Commission only, either on Margin or for Investment.

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English Iron and Steel Trade.

The United States Consul at Newcastle, Eng., is a recent despatch to the Department of State at Washington, transmits a report on iron and steel as produced in the north of England. He says:

The iron rail trade has fallen from 324,000 tons in 1873 to 21,000 tons in 1878. The plate trade has increased from 165,000 tons in 1873 to 253,000 tons in 1878. Steel has superseded iron for the manufacture of rails, and is steadily supplanting the old iron ships' plates. A ship can now be built of steel plates for £18,000, and of iron plates for £17,000. The steel ship would weigh about 72 tons less than the iron. The gross tonnage of England is stated to be 517,000 iron, 52,000 wood and 4,470 steel. A great struggle is now going on between iron and steel in what is called the Cleveland district. The Consul quotes from a valuable report made a few months ago by William Johns, Assistant Surveyor Lloyds Register of Shipping.

The directors of the Galveston, Harrisburg and San Antonio Railroad Company, recently elected are: T. W. Peirce (President), Andrew Peirce, Peter Butler, George F. Stone, J. J. McComb, T. T. Buckley, and H. B. Andrews.

**Pacific Railway Tenders.**

TENDERS for the construction of about one hundred miles of Railway, West of Red River, in the Province of Manitoba, will be received by the undersigned until noon on Friday, 1st August next.

The Railway will commence at Winnipeg, and run North-westerly to connect with the main line in the neighborhood of the 4th base line, and thence Westwardly between Portage la Prairie and Lake Manitoba.

Tenders must be on the printed form, which, with all other information, may be had at the Pacific Railway Engineer's Offices, in Ottawa and Winnipeg.

F. BRAUN,
Secretary.

Department of Railways and Canals,
OTTAWA, 16th June, 1879.

TO CONTRACTORS.**200 MILES RAILROAD TO BE CONSTRUCTED.**

Bids are invited to build and equip twenty (20) miles of the Tampa, Peace Creek and St. Johns River Railroad, work to commence at Tampa, Fla. Approximate estimated cost, \$3,500 per mile. Contractor to receive payment in the lands of the company for the first 20 miles, after which, if satisfaction is given to the company, the contractor will receive CASH for the balance of the road.

Full particulars address, or call on R. L. FABIAN, No. 54 William-st., New York City, or ARMSTRONG, VAN FLEET & CO., Room No. 20 Marine Bank Building, Chicago, Ill.

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WM. P. WATSON, Secretary and Treasurer.

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PARK PLACE.—Nearest point for Post Office, City Hall and Barclay street ferry to Hoboken.

CHAMBERS ST.—Nearest point for Pavonia and Erie Railway ferry.

FRANKLIN ST.

GRAND ST.—Nearest point for Desbrosses street ferry to Jersey City, and connects with cars for Desbrosses and East Grand street ferries.

BLEECKER ST.—Connecting with cars for east and west.

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14TH ST.—Connecting with cars for East Twenty-third and Thirty-fourth street ferries.

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Mining Patents, Cases and Contests.

REFERENCES:

Hon. J. A. Williamson, Commissioner General Land Office, Washington, D. C.

Hon. Samuel Shellabarger, Counsellor, etc., Washington, D. C.

Lazard Freres, Bankers, 65 Pine Street, New York.
Sutro Tunnel Company, San Francisco, California.

TO MINE OWNERS.

The New York Stock Exchange has at last opened its doors to the mining interest of our country, and now allows its members to deal in mining shares. Parties who have first class mining properties, and wish to organize companies, under the laws of the State of New York, which are liberal, and find a market, would do well to communicate with

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commend and recognize the Kerite insulation as superior to all others.

GEORGE B. PRESCOTT, Esq., Electrician of the Western Union Telegraph Company, under date of September 25, 1874, says: "In September, 1869, we placed some of your Kerite wire, unprotected by any covering whatever, in the tunnel under the river in Chicago, and have since continued its use in that exposed situation with the most gratifying results. A portion of the tunnel is very wet, and water saturated with lime constantly drips upon the wires, while in other portions they are kept alternately wet and dry, which is well known to be one of the severest tests that any insulating material of an organic nature can be subjected to; and yet after five years' exposure under the above conditions, the Kerite covering shows no signs of decay or deterioration. An insulating covering of India-rubber or gutta-percha under a like exposure, would have been destroyed in much less time."

February 1, 1877, he writes further: "This piece of Kerite wire unprotected by any covering, was in use in the tunnel under the river in Chicago, from September, 1869, until December, 1876, and shows no signs of decay or deterioration in its insulating qualities."

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A. G. DAY, 120 Broadway, N. York.